



**STAMPS COLLECTION**—When MSgt John H. Stamps heard about the National Commander's drive to increase Civil Air Patrol membership, he launched a personal effort in Birmingham, Ala. The goal was two but the personable wing liaison noncom netted five southern belles whose charms will soon enhance CAP senior member uniforms. From left are Cecilia L. Moore, Margaret Anne Price, Mooneen C. Emanuel, Sally W. Vick and Margaret H. Perry.

## Former CAP Senior Awarded Nation's Highest Decoration

by Maj. Paul Dean, CAP Group III Information Officer  
PHOENIX, Ariz.—Army Chief Warrant Officer Frederick E. Ferguson of Phoenix, who three years ago was a mission pilot with Arizona's Civil Air Patrol, has become the first former CAP officer to be awarded the Medal of Honor for bravery in Vietnam. Ferguson, 31, received the nation's highest award for gallantry from President Nixon in an Armed Forces Day ceremony at the White House on May 17.

Now an instructor pilot with the Army Primary Helicopter School at Fort Wolter, Tex., Ferguson was cited for his actions while serving as commander of a resupply helicopter with Company C, 227th Aviation Battalion, 1st Cavalry Division (Airmobile) at Hue, Vietnam, on Jan. 31, 1968. Hearing an emergency call on his radio from wounded passengers and crewmen of a downed helicopter under heavy attack within the enemy controlled city of Hue, Chief

officer Ferguson volunteered to rescue. Despite the area because of aircraft fire, he made a high speed approach along the Perfume River to an isolated Vietnamese Army compound where the crash survivors had taken refuge. Maintaining his course in the face of intense fire from enemy occupied buildings and boats, he

(Continued on Pg. 2)



**CIVIL AIR PATROL**  
U.S. AIR FORCE AUXILIARY

# NEWS



VOL. 1, NO. 8

MAXWELL AFB, ALA.

JUNE, 1969

## Number of Sorties Increase for CAP

MAXWELL AFB, Ala.—Civil Air Patrol fliers have been credited with flying more than 6,000 sorties in support of Air Force-authorized search and rescue missions during the first four months of 1969, it was announced this week by CAP's National Headquarters at Maxwell.

An operations summary, issued by Headquarters, CAP-USAF, showed that 39 of Civil Air Patrol's 50 state wings participated in 123 authorized missions accumulating 6,044 sorties totaling 12,007 flying hours during the period.

Overall, Civil Air Patrol volunteers, totaling more than 67,000 across the nation, were credited with saving 15 lives and assisted or actually evacuated more than 1,513 persons. The majority of these persons were aided during the January blizzard which hit Oregon.

In the flying category, California paced state units, registering 2,663 hours while Oregon was credited with assisting in the evacuation of 1,452 flood and snow storm-stranded persons.

Meanwhile, Colorado and Nevada were each credited with saving four lives, California, three and Minnesota and Wyoming each had two.

On the evacuation side of the ledger, California was cited with 100, Pennsylvania with 16 and Alaska with six.

## General Castle Attends USAF Security Seminar

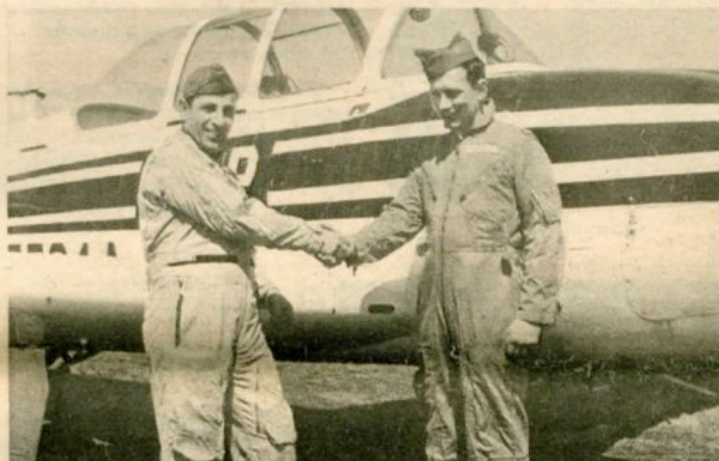
MAXWELL AFB, Ala.—Civil Air Patrol Brig. Gen. Lyle W. Castle of Cincinnati, Ohio, participated in the 16th Annual National Security Forum, here, May 12-16, at the Air Force Air War College. The former chairman of Civil Air Patrol's National Board, General Castle is a judge of the Court of Common Pleas in Cincinnati.

Approximately 50 leaders of business, industry, finance, education, government and the professions joined senior military and college students to exchange viewpoints on national security at the forum.

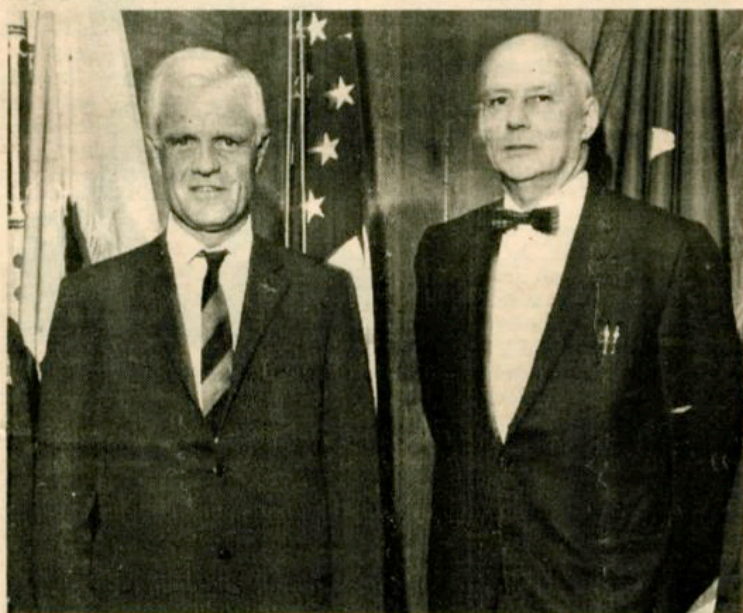
Subjects covered by guest lecturers included strategic appraisals of Europe and the Middle East; national strategy and the world situation; the U.S. Manned Spaceflight program; Sino-Soviet elements of power and the impact of science and technology on strategy.

In addition to the formal platform presentations, the guests joined regular Air War College students in panel discussion and seminars to explore current concepts and doctrines affecting present day United States security.

Purpose of the forum was to solicit opinions and advice while exchanging ideas on aerospace power concepts in relation to national goals. It was also designed to acquaint civilian participants with security problems facing the free world.



**RATED FLIGHT INSTRUCTORS**—Capt. Victor Apiercino (left) and WO John Roan, Rhode Island wing, congratulate each other after receiving flight instructor's rating in the unit's corporate owned T-34 aircraft. A five year veteran of Civil Air Patrol, Captain Apiercino, the unit's aircraft maintenance officer and standardization pilot, has logged 1,500 flying hours. Operations officer for the Burrville Sq., Roan has logged 500 flying hours in his three years as a CAP member.



**DISTINGUISHED VISITOR**—James T. Pyle (left), chairman of CAP's National Board of Visitors, meets Charles Webb, deputy chief of staff for aerospace education and training at CAP-USAF. Mr. Pyle, the director of New York's Aviation Development Board, visited CAP's National Headquarters recently for a planning conference. (United States Air Force Photo by MSgt. William J. Bond)

## Noted Balloonist Receives Honorary CAP Membership

MINNEAPOLIS, Minn.—World renowned Balloonist and special consultant to the NASA Manned Spacecraft Center, Dr. Jeannette Ridlon Piccard recently received honorary membership in Civil Air Patrol at the Minnesota Wing's annual conference here. Col. William Ramsey, CAP, wing commander, presented the honorary membership.

The resident of Minneapolis was cited for unselfish devotion to the advancement of international aviation and for her accomplishments in lighter-than-air balloons.

Dr. Piccard is the first and only American lady to receive the Federal Aeronautique International balloon pilot's license. She is the widow of Jean Piccard, who with his brother Auguste designed the bathyscaphe for undersea research. Dr. Piccard participated in a flight to 54,000 feet in 1934.



**DO YOU RECOGNIZE HIM?**—A senior Civil Air Patrol member for more than 15 years, he is a prominent business leader. He is a multi-engined rated pilot who uses his Aero Commander 500 airplane on business and for pleasure. (See Page 11 for complete story)

## Unit Named After Astronaut Schirra

DENVER, Colo.—A new Civil Air Patrol cadet squadron has been activated in the Denver area to honor U.S. Astronaut, Navy Capt. Walter M. Schirra Jr.

The new CAP unit is under the command of Maj. Norman G. Kholos, CAP, former deputy commander for cadet training in the Arizona and Colorado CAP wings.

The unit was named after Captain Schirra to honor his achievements in the NASA Manned Space program. One of seven astronauts named by NASA in Mercury program in 1959, Schirra piloted the six-orbit Sigma-7 Mercury flight for 9 hours and 13 minutes in October 1962. He made his second journey into space in December 1965 as command pilot for the historic Gemini 6 mission, accomplishing the first rendezvous of the two-manned maneuverable spacecraft.

Captain Schirra was the commander of the triumphant 11-day flight of Apollo 7.

# Watch for Scholarship Announcements in July Issue



Vietnam bound

# Colonel Reed Receives Legion of Merit Medal

MAXWELL AFB, Ala.—Presentation of the Legion of Merit medal, this nation's fifth highest decoration, to Air Force Col. H. E. Reed was the highlight of a recent awards ceremony here last month at Civil Air Patrol's national headquarters.

Also decorated were Lt. Col. John W. Miller, CAP-USAF Director of Information, who received the Bronze Star and Maj. O. C. Bracewell, CAP-USAF inspector general's office, recipient of the Air Force Commendation medal.

Air Force Maj. Gen. Walter B. Putnam, CAP's national commander, presented the awards and cited those being decorated for their past contributions to the organization and for their specific achievements.

Colonel Reed, who is leaving Maxwell to become deputy assistant Chief of Staff for Personnel at MACV Headquarters, Saigon, Vietnam, was decorated for outstanding duty performance as CAP-USAF Deputy Chief of Staff for Personnel, a position he has held since July 1965. He was praised for assisting in the development of CAP and creating a progressive and cohesive organization dedicated to the service of the nation, aviation and the American youth.

As the Deputy Chief of Staff for Personnel here, he was the principal advisor to the Commander of Civil Air Patrol-USAF and his staff on matters involving manpower, organization and personnel. He formulated policies and advised the National Executive Committee of CAP concerning the chartering of CAP units and the administration of CAP members.

Colonel Reed is a veteran of World War II, having been commissioned a second lieutenant Oct. 23, 1942 during the war years. He was promoted through the ranks becoming colonel (temporary) on Nov. 15, 1964 and won his permanent

promotion grade on Sept. 15, 1966.

From 1954 to 1958, he served in the Office of the Secretary of Defense as Reserve Affairs Director and from 1958

to 1962 he was Assistant Chief of Staff for the Third Air Force, South Ruislip, England.

He is a 1942 graduate of the Adjutant General's School, who attended the Army Command and Staff College in 1946 and the Air Command and Staff College in 1951. He also earned a bachelor of science degree in 1958 from the University of Maryland.

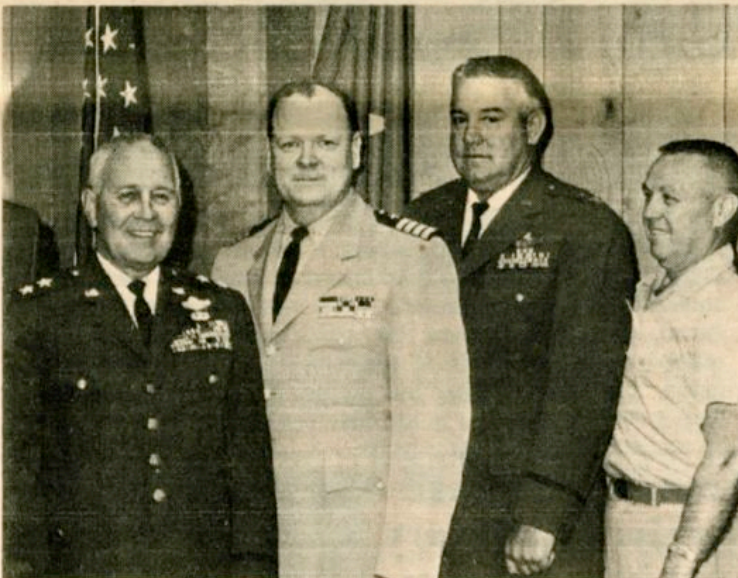
Among his other decorations are the Air Force Commendation Medal with two oak leaf clusters.

Information Director since January, Colonel Miller received his award for participating in operations against hostile forces from Dec. 11, 1967 to Dec. 4, 1968, while assigned to the United States Air Force Advisory Group to the Vietnamese Air Force at Tan Son Nhut AF, Vietnam. He was lauded for his outstanding accomplishments as a member of the advisory group.

Major Bracewell, another veteran of the Vietnam War, earned his medal for contributing to the war effort while assigned to the 361st Tactical Electronics Warfare Sq. at Na Trang AB.



Colonel Reed



VISIT CAP-USAF—United States Naval Reserve Capt. Thomas E. Morris (second left) and Capt. Henry H. Bishop (second right), join Air Force Maj. Gen. Walter B. Putnam (left), Civil Air Patrol's national commander, and Col. Omer L. Cox, a CAP-USAF deputy commander, for a mission briefing on CAP. Visiting CAP's National Headquarters recently, Captain Morris is president of the U.S. Naval Sea Cadet Corps and Captain Bishop is with the Bureau of Naval Personnel, Washington, D.C. (United States Air Force Photo)

## Portsmouth CAP Squadron Begins 'Own' Flying Club

PORTSMOUTH, N.H.—In keeping with Civil Air Patrol's mission role of promoting general aviation in the organization, Portsmouth CAP Sq. is sponsoring a new group in the seacoast area to be known as the Portsmouth Flying Club.

The club purchased a Cessna 150F airplane which will be based at Hampton Airport near here. Eight pilots have joined the club and two membership vacancies still exist.

Portsmouth Flying Club members are required to be

members of Civil Air Patrol. This ruling was included because its resources can be made available during emergency services operations and so its members can get support from CAP in return.

All club aircraft flights are on a scheduled basis and each pilot receives an equal share of flying time since each member has an ownership share in the aircraft. Pilots will be required to take a periodic flight check with the club's check pilot. Flight instruction is not available at the present time, officials disclosed.



NEW CAP MEMBER—Alabama Air National Guard Commander Maj. Gen. G. Reid Doster, (left), receives his membership card in Civil Air Patrol from Col. Thomas C. Casaday, CAP, Alabama wing commander, at ceremonies recently at Birmingham. A long time friend of Colonel Casaday, General Doster stated that the Air Guard will give Civil Air Patrol in the Birmingham area greater aircraft and vehicle maintenance support. His reasons for joining CAP include the belief that the more programs offered to youth will ultimately benefit the Air Force and Air National Guard.

## Ex-CAP Senior Earns Nation's Highest Medal

(Continued From Pg. 1)

landed his helicopter in a blinding dust cloud under heavy mortar and small arms fire.

Although his helicopter was severely damaged by fragments while the wounded were loaded, CWO Ferguson flew his crippled aircraft through the continuing hail of fire and safely returned his wounded passengers to friendly hands. According to the official citation, his "determination and skill under overwhelming odds saved the lives of five of his comrades."

Ferguson is the first U.S. Army aviator to earn the Medal of Honor.

A native of Pilot Point, Tex., Ferguson came to Arizona as a child and attended West High School in Phoenix. In 1958 he served four years on active duty with the U.S. Navy as an aircraft crew chief, returning to Phoenix and civilian life in 1962.

He immediately joined the Arizona Wing, CAP, serving as a mission pilot and later commandant of cadets for Squadron 308-C, Phoenix. He attained the rank of Second Lieutenant during his four years service with CAP.

In 1966, Ferguson enlisted in the Army and received his appointment as a warrant officer and aviator wings at Fort Rucker, Ala., in May, 1967.



CWO Frederick E. Ferguson

His other awards include the Distinguished Flying Cross, Bronze Star, 38 awards of the Air Medal (including one for valor) and the Vietnamese Cross of Gallantry.

## News Resumes Advertising This Issue

MAXWELL AFB, Ala.—With this issue of Civil Air Patrol News, commercial advertising is being resumed. The decision to resume advertising was made by the National Executive Committee of Civil Air Patrol at its spring meeting.

Kimbrough & Associates Advertising Agency, P.O. Box 2181, Montgomery, Ala. 36103, has been selected as the organization's national sales representative.

"It is CAP's wish that advertising through the 67,000 monthly publication will prove mutually beneficial to both advertisers and Civil Air Patrol," CAP officials stated.

Questions on current advertising rates in the Civil Air Patrol News should be directed to Kimbrough & Associates Agency.

	<p><b>NOLAN</b></p> <p>NAMEPLATE— \$1.00</p> <p>worn by more C.A.P. members than any other.</p>	
<p>LAPEL PIN— 50¢</p> <p>1/2-inch pin of gold colored metal. Fine detail.</p>	<p>LIGHTER—</p> <p>satin-finish metal. C.A.P. crest in full relief.</p>	<p>\$1.50</p>
<p>Mail check, cash, or money order to:</p> <p>KEN NOLAN, C.A.P. Division, South Laguna, Calif. 92677</p> <p>Send for new FREE CATALOG with hundreds of other C.A.P. items.</p>		





**RECEIVES RED CARPET TREATMENT**—Maj. Gen. Walter B. Putnam (left photo), CAP's national commander, reviewed the Drum and Bugle Corps from Lowry AFB, Colo. on his arrival at Buckley ANGB. A bouquet of Colorado carnations was presented to Mrs. Walter B. Putnam (second photo), when she accompanied her husband on the flight to Denver. Greeting the visitors are Lt. Col. Leo Wells, CAP, (Left), Rocky Mountain Region's director of emergency services; Mrs. Gordon T. Weir, wife of Col. Gordon T. Weir (right), CAP-USAF liaison officer for the Rocky Mountain Region. In the reception line was C/Lt. Col. Jerry Fountain (right photo), who received an engraved "pen and pencil set" from General Putnam in recognition of his participation in the National Science Foundation's 1968 Antarctic expedition.

## National Commander Lauds Efforts of Six CAP Wings

MAXWELL AFB, Ala.—Six Civil Air Patrol Wings have been actively engaged in disaster relief operations thus far this year and have lived up to the greatest

expectations of the organization's primary mission, announced Air Force Maj. Gen. Walter B. Putnam, CAP's national commander.

The wings lauded for their professional support in times of crisis are Minnesota, North Dakota, Wisconsin, South Dakota, Iowa and Illinois. Although the state of emergency has terminated in the first three states, the services of personnel in South Dakota, Iowa and Illinois may still be needed. All three wings are on standby alert.

More than 1,145 Civil Air Patrol personnel have been involved in emergency relief operations brought about by early spring floods which ravaged the six state area. Civil Air Patrol have launched 341 aircraft, performed 434 sorties and logged 481 air hours in support of aerial surveillance and flood control operations.

CAP pilots were backed by 184 mobile communications stations and 213 mixed communications radio stations through the affected areas.

In addition to this large-scale air and ground operation, Civil Air Patrol pilots participated in two national acclaimed search and rescue missions. These included an aerial search for an El Captain Airways DC-3 with 35 passengers on board missing on a flight from Hawthorne, Nev. to Burbank, Calif. last February. California and Nevada CAP Wings flew 309 aircraft on 522 sorties and logged 1,041 hours on this mission.

Nevada and Arizona CAP Wings logged a total of 546 flying hours while performing 273 sorties supporting the Air Force in its search operations for an F-111 swing wing jet aircraft missing on a flight from Nellis AFB, Nev. These CAP units launched 186 CAP and privately-owned aircraft in the search mission.

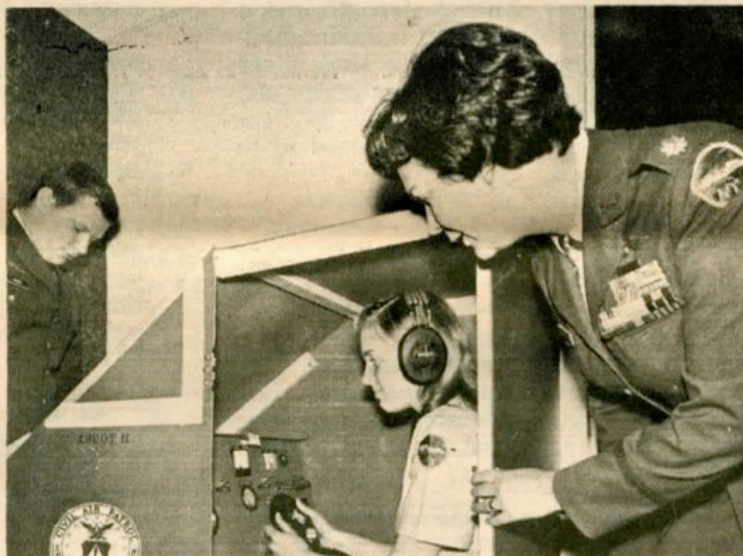
## Reservist Promoted

MAXWELL AFB, Ala.—Hayward Smith, Route 1, of Dora, Ala. has been promoted to colonel in the Air Force Reserves. A Reservist assigned as a pilot with Headquarters, CAP-USAF, here, Colonel Smith is the pastor of New Temple Baptist Church, Bagley, Ala.

He makes the transition from the pulpit to the cockpit once weekly by reporting for his Air Force Reserve mobilization to become CAP-USAF deputy chief of staff for operations.

He also serves as a volunteer advisor to the Alabama Wing commander of Civil Air Patrol.

A 1943 graduate of the Army Air Corps Aviation Cadet Flying School, Colonel Smith was chosen as one of 235 out of 2,985 eligibles by the overall Vacancy Selection Board meeting last March. Colonel Smith's promotion became effective last month.



**EYE CATCHER**—This working flight simulator was the eye catching exhibit built by cadets of the Binghamton Gp., New York Wing for the New York Wing conference. Going through simulated flight is Cadet Phyllis Otto who receives guidance from Maj. Marion Lord CAP, (right), Binghamton Gp. commander. Assisting in the operation is Cadet Willard Bried. (A B&G International Photo)



**COMMUNICATIONS TROPHY WINNER**—The Top Communicator's Award in the New York Wing is received by Maj. S. Barney Bonagura, CAP, (center), Long Island Gp. He received the trophy from Lt. Col. George W. Gentner, CAP, (right), New York wing deputy for communications, at ceremonies at the recent wing conference. Taking part in the presentation of the award is Ross Nagel (left), CAP-USAF chief of communications operations at CAP's National Headquarters, Maxwell AFB, Ala. (B&G International Photo)

## Cadets Use 2001 For Publicity

CHICAGO, Ill.—The movie "2001: A Space Odyssey" provided cadets from Garfield-Ridge Squadron with an opportunity to publicize Civil Air Patrol's aerospace role recently. The cadets erected a rocket in the lobby of Ford City Cinema where the film was being shown. Theater Manager, Vince Tripodi welcomed the CAP Cadets to the show.

## Ohio Names Rusch Outstanding Cadet

FREMONT, Ohio—Civil Air Patrol Cadet SSgt. Michael Rusch was named Outstanding Cadet for the Month of April in Fremont Comp. Sq. He received a 45 minute orientation flight in a Cessna 150 airplane in recognition of his achievement. This incentive award program was started by C/CWO John Jaeger, cadet commandant, to boost morale in the squadron.

## Michigan Cadets Went 'Wild' About Local Survival Course

CLARKSTON, Mich.—Fifteen Civil Air Patrol cadets from Michigan Wing's Holly and Clarkston Comp. Sqs. went "wild" about a rigorous survival training course near here. Site for the training was the Pontiac Lake Recreation area which served as an endurance test for the group.

Equipped with survival packs, the cadets were dropped off at two widely separated sites and told to find their way back to camp. While trekking back, the cadets were alerted to begin search operations for a simulated downed aircraft. They found the simulated crash site marked by a parachute in a tree.

Conservation training, collecting and drying firewood, learning to snare small animals and knowledge of edible plants were some of the training methods the cadets were instructed in.

Instructors for the survival training course were Maj. Clifford Moore, Oakland County Group commander and Lt. James Peters, Clarkston Comp. Sq. commander, both Civil Air Patrol senior members.

## Mississippi CAP Members Greet General Doolittle to Biloxi

KEESLER AFB, Miss.—World War II Hero, Lt. Gen. James H. "Jimmy" Doolittle was the center of interest recently for a group of seniors and cadets from the Ocean Springs-Keesler Comp. Sq. when he attended a reception at Edgewater Gulf Hotel, Biloxi, Miss.

The General was at the hotel to mark the 27th anniversary of the Doolittle Tokyo Raiders of WWII fame. The CAP members, introduced to General Doolittle by Air Force Col. Tavis Hoover, Keesler training center's vice

commander, were Maj. Clarence H. Checkley, squadron commander and Leander E. Joseph, administrative officer.

CAP cadets meeting the General included Lt. Daniel L. Davis, C/MSgt. Ronald L. Hays, C/TSgt. Donald Checkley, C/SSgt. Seven LaRance and C/Sgt. James Powell.

Other CAP members introduced to the General were C/A1C Michael Hays, Linda Long, David Newberry, C/2C Christa Vourn, Deborah Bourn, Brenda Long, C/B Neil Merlau and Richard Salmon.



## Civil Air Patrol Constitution

### PREAMBLE

WHEREAS the United States of America has experienced a continuing need for an organization of public-spirited volunteers who are proficient in applying the aeronautical and aerospace sciences, and who are skilled in encouraging, assisting, and leading increasingly larger numbers of private citizens in the contribution of organized efforts, services, and resources for the continued development and maintenance of its national aeronautical and aerospace supremacy, and

WHEREAS there exists a continuing national requirement for a volunteer, public service organization to develop, by patriotic example, through active participation in and support of all aspects of aeronautical and aerospace activity, and

WHEREAS an increasing national need exists for professional education and training with special emphasis on the youth of our nation in the aeronautical and aerospace sciences; for encouraging and fostering the continued development of civil aviation in the nation's local communities; for increasing public awareness of the impact of aerospace explorations and achievements; and for a volunteer organization of dedicated private citizens with the knowledge, skills, and resources necessary in rendering effective assistance during local and national emergencies,

NOW THEREFORE, be it resolved by the National Board of Civil Air Patrol, that the following is hereby adopted as the Constitution of the Corporation, hereby revoking, repealing, and annulling all provisions of its Constitution, as amended, now or heretofore in effect.

### Editorial

## Birth of a Flag

"This flag, which we honor and under which we serve, is the emblem of our unity, our power, our thought, and purpose as a nation."

These were the words of President Woodrow Wilson on Flag Day, June 14, 1917, as he expressed the importance of national flags.

Early flags bore little resemblance to most of the flags in use today. Among the first were the solid standards, often bearing parts of a suit of armor and topped by an eagle or an animal. Later attachments to the standard became common and were of various shapes and often richly colored and patterned. Those having squares or rectangles of cloth attached to the side of the staff were more similar to our modern flags.

The first truly American flags appeared in the early 1700's. Their development was encouraged through colonial pride, commercial shipping needs, military purposes, and other factors. However, the first National flag was raised at Cambridge, Mass., Jan. 1, 1776 by Gen. George Washington and was known as the Grand Union.

Almost a year after declaring the independence of the new nation, the Continental Congress, on June 14, 1777, "Resolved, that the flag of the thirteen United States be thirteen stripes, alternate red and white; that the union be thirteen stars, white on a blue field, representing a new constellation." Thus was born our Flag as we know it today.

Dedicated Americans have followed this Flag through hails of arrows, musket fire, cannon shot and machinegun bullets to build and preserve this great nation. The Stars and Stripes is the symbol of freedom and democracy enjoyed by us all, bought with the blood and sweat of dedicated patriots throughout our history.

First observed on a national scale in 1877, Flag Day is now recognized by Presidential proclamation. It is a day that should be celebrated by displaying the Colors on public buildings and private homes and by patriotic programs throughout the land.

The Stars and Stripes represents freedom, democracy and the greatest nation in the world. (AFPS)

## CIVIL AIR PATROL NEWS

☆☆☆☆☆ USAF AUXILIARY ☆☆☆☆☆

National Commander . . . . . Maj. Gen. Walter B. Putnam, USAF  
Director of Information . . . . . Lt. Col. John W. Miller, USAF  
Chief, Internal Information . . . . . Capt. Mervyn E. Roberts, Jr., USAF  
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Vol. 1, No. 8

June, 1969

## ★ ★ STAR TALK

### CAP—Complacent or Concerned?

By

MAJ. GEN. WALTER B. PUTNAM, USAF

Have you noticed the startling barrage of criticism being slung at our military establishment these days?

Are you alarmed? Concerned? Or—and let's be honest with each other—are you indifferent and complacent? What is more important, what are you doing about it?

From what I see and hear at National Headquarters and during extensive trips to the field, we're not doing anything in this vital area. I shouldn't have to remind you that each of us in the Civil Air Patrol has a compelling, overriding requirement to answer these critics. We are uniquely qualified to do so for two primary reasons. There are more than 70,000 of us organized as a civilian auxiliary of the U. S. Air Force and Our number one objective is to provide Aerospace education on a national scale for Adults and Youth.

This blend of national strength and a Congressionally sanctioned mission qualifies us to speak out with a loud, clear and knowledgeable voice. But today the voice of CAP is seldom heard. Its lion-like roar of yesterday has diminished to a mousy squeak.

Why?

It's a long story of failing to swim against the strong currents of inertia and tradition, of resting on our laurels. In short, too many of us have fallen prey to those two ugly words mentioned earlier, indifference and complacency. Let me make it clear that there is no place in the Civil Air Patrol for these impediments.

The preamble of our CAP constitution clearly states our objectives which we must actively support. As CAP members, we have, by our own free will and by our own choice, accepted the precepts which are so evident and well stated in the constitution. For your convenience I have directed that the constitution preamble be reprinted elsewhere on this page. If you haven't read it, study it now; if you

haven't read it recently, do so today and if you don't already have one—make this your personal copy.

CAP members cannot afford the luxury of the great American pastime known as sitting on the sidelines. This is not a spectator sport for us. Never in CAP history has more direct challenge been flung at each of us. Never in the history of this country has there been a more serious need for knowledge in military matters.

Our task is clear.

We must see to it that the American public receives sound, factual information concerning aerospace progress and problems. I'm not talking about propaganda but solid details and proven concepts to bridge the knowledge gap which so obviously exists. We are reminded daily through every form of media of the almost unbelievable misconceptions and misinformation concerning aerospace (and other military matters) that exist today.

Let me stress again that this is an area where each member individually and each unit collectively can take immediate and productive action. Each of you is knowledgeable in the aerospace field. Use that knowledge. Increase that knowledge. Above all, disseminate that knowledge whenever and wherever the opportunity presents itself. It need not be a formal talk to a local civic organization or at the high school. The family dinner table is just as important and your circle of friends is entitled to know the truth.

Remember, in our way of life, each voting citizen has an equal voice in helping decide what military and aerospace efforts the nation will undertake. As a learned member of the Civil Air Patrol you can influence that thinking into proper perspective. I urge you to do so with candor and conviction.

As I said earlier, one of the most urgent requirements in our country today is the need for knowledge of aerospace developments by the American public.

You have that knowledge.

Use it!



### Editorial

## Develop A Safety Attitude

EDITOR'S NOTE — This story was written by Maj. G. M. Marshalek, Jr., USAF, Editor of the "The Last Word" 1001st Air Base Group.

With spring and the advent of good weather, the flying hour curve rises and with it the incident/accident exposure. However, this does not mean that the incident/accident rate should also rise.

Publicity media reminds us daily that pilots and their passengers are killed or injured by such things as poor pilotage, lack of knowledge and proficiency, attempting flight through severe weather, flying with known aircraft malfunctions. . . . The list is endless.

The tragic thing about these incidents/accidents are that they and all others can be prevented.

To prevent repeated incidents/accidents: aircraft malfunctions should be "written up," unsafe acts when observed being committed should be stopped, shortcuts in planning should be avoided, and check lists should always be used. We all know this. So why should the same incidents/accidents keep repeating themselves with all the knowledge we have about keeping

people and aircraft safe. In rare cases, the primary cause is an act of God. In all of the others, it is man himself. And, as has been said so very often, "he is his own worst enemy."

The flying business has too many people in it that just don't care enough about safety. None of these people will admit it—they are all for mom, apple pie, and the incident/accident prevention program. The accident prone or unsafe individual appears in all levels of an organization. These people do not commit deliberate unsafe acts. Their accident potential lies in their acts of omission: (1) The boss who neglects to insist on strict adherence to regulations, and the accident prevention program; (2) The supervisor or IP who sees foolish things done yet remains silent; (3) And, the individual who knowingly "takes a chance" by committing an unsafe act.

Everyone loses when an incident/accident occurs. Develop a safety attitude and make it your way to LIVE.



## To The Women In CAP ... The Bells Toll!

By MRS. WALTER B. PUTNAM

"... SEND NOT TO KNOW FOR WHOM THE BELL TOLLS, IT TOLLS FOR THEE."

This immortal passage by John Donne—from which Ernest Hemingway took the title of his book, "For Whom the Bells Toll"—is most timely for you and me and parents everywhere.

Any moment now, the final school bell will ring and we'll be face-to-face with a problem that has not confronted parents since last September. As the long scholastic year ends and the long, hot summer begins, parents must take an active, personal interest in what their youngsters will be doing from now until Labor Day.

It is up to us to insure that the joyous cry of "School is out!" does not become a harbinger of boredom or other, more serious, reactions to vacation inactivity. As a mother I know all too well how tempting it is to take the easy route by echoing that household phrase, "go out and play." We've all heard that expression hundreds of times and our grandparents probably heard it when they were young.

On the surface it seems innocuous but it sums up the lethargic reaction of too many parents. "Go out and play"?! Fine! But with whom? Where? For how long? And with what? These are the questions that should concern every parent. All too often, we read where parents have neglected these simple precautions and youngsters have been hurt or found themselves in trouble.

Don't you find it strange that so many parents who minutely scrutinize the school system, actively support their PTA and follow their children's scholastic progress will suddenly turn off that interest when the final bell rings? It's a disturbing, potentially dangerous trend and only we—the parents involved—can halt the drift.

We can begin by showing our interest in the youngsters' plans for the summer. That interest should become guidance and, when required, firm directional prodding. There are many worthwhile things they can do but quite often it takes Mom or Dad to get things launched.

This concern is not restricted to our supercharged children in the grammar schools but through all the teens. In fact, with the increased freedom that goes with age, teenagers require our special concern. We cannot, nor should we want to, restrict them to the backyard. We must help them to decide for themselves to spend the summer in worthwhile activities. They can learn new skills, continue some studies in those courses known to be difficult, and they can meet new friends while developing new confidence.

Teen-agers in Civil Air Patrol, cadet members of the organization, have the opportunity each year to do all of these things. You who will be reading these lines already know this. But there are thousands of young people who do not, thousands who are eligible for membership in Civil Air Patrol.

Why not get some of the teen-agers you know involved in CAP and the many opportunities it offers? Tell them about CAP, get them to join, help out in the local cadet squadron, spread the word that Civil Air Patrol has much to offer young people (adults, too, by the way!)

Mark Twain once wrote, youth is such a wonderful thing, it's a shame to waste it on children. I appreciate Mr. Clemens' humor but disagree with his tongue-in-cheek philosophy. Children everywhere deserve all the golden moments that come with youth. So let us resolve that our children will have their full share of these golden moments.

...and I can't think of a better time for emphasizing this program than right now as their summer vacation begins.

## FiveCAP-USAF Personnel Notified of Promotions

MAXWELL AFB, Ala.—Two Air Force officers, an Air Force Reservist and three noncommissioned officers at CAP-USAF Headquarters have been notified of their promotions recently. Air Force Maj. Gen. Walter B. Putnam, CAP's national commander, pinned the silver bars of first lieutenant on Kathy Wilson, CAP-USAF cadet special activities branch and Stephen A. Dempsey, CAP-USAF aerospace

education and training section.

Master sergeant stripes were presented to Emil J. Kumer, national chaplain's section supervisor and to Charles R. Davis, CAP-USAF radio station supervisor while staff sergeant stripes went to David O. Miller, the organization's distribution section supervisor. The three will sew on their new rank as their promotions become effective this year.

## WAF Officers SMSgt. With New Arrivals

MAXWELL AFB, Ala.—Two WAF officers and a senior master sergeant are among the new arrivals for duty at Headquarters, CAP-USAF here.

They are Air Force Lt. Col. Majorie H. Mahnke, assigned as acting deputy chief of personnel; Lt. Col. Bertha K. Callendar, deputy chief of staff, comptroller; and SMSgt. Bill Costello, special assistant to the director of information.

A graduate of Point Loma High School, San Diego, Calif., Colonel Mahnke earned her bachelor of arts degree from George Washington University, Washington, D.C. She is on temporary assignment from Headquarters Command, USAF, Bolling AFB, Washington, D.C.

Colonel Callendar, a graduate of Eastern High School and John Hopkins University, Md., came here from TUSLOG Detachment 95, Turkey, where she served as budget officer.

She also earned a BEA degree from the George Washington University, Washington, D.C. and was the budget officer for the industrial airlift section of Headquarters, Military Airlift Command, Scott AFB, Ill., before she went on her overseas tour of duty.

Sergeant Costello joined the Headquarters, CAP-USAF staff last month after an assignment at Headquarters, Military Assistance Command (MACV), Saigon, Republic of Vietnam, where he was the supervisor of the Office of Information plans and policy division.

In Vietnam, Sergeant Costello served 10 weeks as a platoon sergeant and another eight weeks as first sergeant of a base defense company charged with the defense of MACV.



### The Fair Patrol

Brown hair and gray eyes complement Civil Air Patrol Cadet Kay S. Gardner (13) of the Maxwell Cadet Sq. of the Alabama Wing. The five foot, four-inch seventh grade student of Goodwyn Junior High School, Montgomery, joined Civil Air Patrol some eight months ago and has participated in CAP's standardized first aid course. Her hobbies include ceramics and collecting sea shells and rocks. She is the daughter of Lt. Col. Chandler M. Gardner, CAP, South Central Alabama Group commander, who resides at 302 Somerset Lane, Montgomery. (United States Air Force Photo by MSgt. James Mench)

## 'New Outlook' Was Theme Of Kansas Conference

MCCONNELL AFB, Kans.—"The New Outlook" was the theme when the Kansas Wing held its annual conference, May 23-24, at the Broadway Hotel, Wichita. The program, begun last month by the JAYHAWK TRAFFIC NEWS magazine, a Kansas Wing publication, is designed to publicize Civil Air Patrol's search and rescue operations and emergency services role in communities throughout the nation.

Addressing the conference on activities in the North Central Region were Col. Richard Murphy, CAP, region commander and Col. Robert Johnson, USAF, region liaison officer. A comprehensive briefing on the Kansas Wing's state of readiness and its role in the state was given by Col. Toby Elster, CAP, wing commander.

The afternoon session of the conference was devoted to staff sectional meetings.

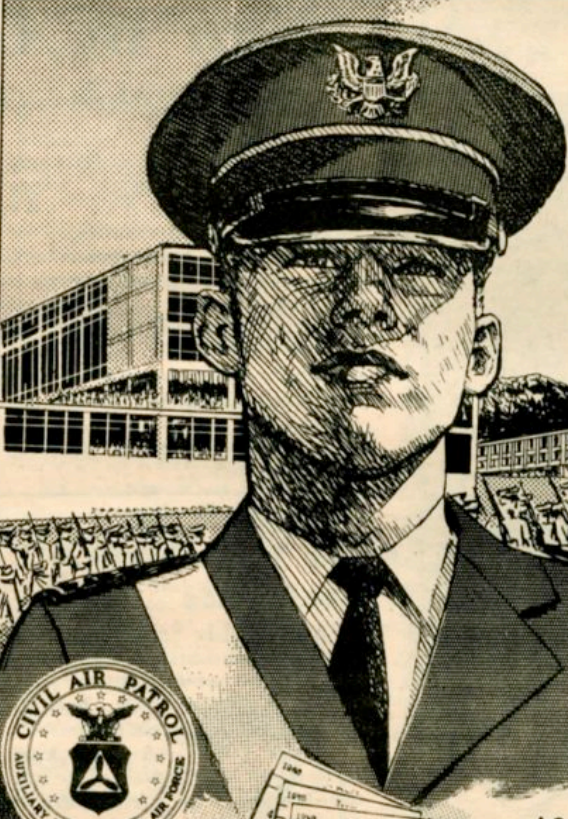
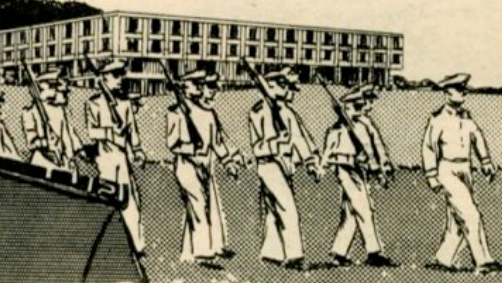
# We Salute the

## CIVIL AIR PATROL

# CADET

### AND THE

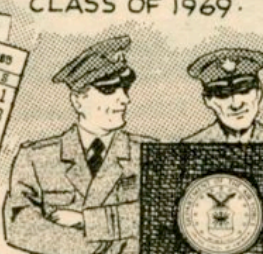

## USAF ACADEMY

37 FORMER CIVIL AIR PATROL  
CADETS ARE BEING COMMISSIONED  
FROM THE AIR FORCE ACADEMY  
AS MEMBERS OF THE GRADUATING  
CLASS OF 1969.

SINCE THE  
FIRST GRADUATING  
CLASS IN 1959  
384 FORMER  
CAP CADETS HAVE  
BEEN COMMISSIONED...

3 CIVIL AIR PATROL CADETS MAY HAVE  
AN OPPORTUNITY TO GO TO THE  
ACADEMY PREP. SCHOOL THIS YEAR.



# CAP Chaplaincy Attuned to Aerospace Age

MAXWELL AFB, Ala.—Like the organization it serves, Chaplaincy in Civil Air Patrol is attuned to aviation and the aerospace youth.

The CAP Chaplain is a valuable member of the organization's team who offers moral and spiritual guidance to both senior and cadet members. He is their priest, minister, rabbi, counsellor or friend to whom they turn in moments of crisis.

As a member of the National Commander's staff, the Chaplain is a religious consultant in addition to being pastor, teacher, advisor and confidant. Ethical conduct ranks first in the many demands in the cadet ranks and the Chaplain meets this commitment with a singular, outgoing, forward-looking moral and religious program for all members, but especially geared to the teenaged cadets.

More than 1,100 clergymen from the three major faiths in this nation, who are endorsed by their respective denominations, are serving in Civil Air Patrol as chaplains. They represent more than 50 different denominations and serve the American youth voluntarily in the 50 states including Puerto Rico and the District of Columbia.

The chief administrator to these men is Chaplain (Col.) Clarence E. Hobgood, National Chaplain of Civil Air Patrol's national headquarters, at Maxwell AFB, Ala. He is an Episcopalian from the Diocese of North Carolina. His assistant chaplain is Air Force Chaplain (Lt. Col.) Vincent C. Merfeld, a Roman Catholic priest from the Archdiocese of Dubuque, Iowa.

Other members of his staff include Air Force TSgt. Emil J. Kumer, office supervisor, SSgt. James C. Spurger III, membership clerk, and Mrs. Edna Cook, secretary.

The office directs the "accent on youth" program aimed at the more than 25,000 young men and women, aged 13-18, who are cadets in Civil Air Patrol. Recruited from America's best youth, these cadets are part of the nation's "now generation" who are developing better minds and talents because they believe in the best of the American dream.

For this reason, the Chaplain's program is designed for Moral Leadership and weekly seminars are conducted by CAP Chaplains on selected character and citizenship topics which are interesting, contemporary and compelling. In addition, the CAP Chaplains has unlimited counselling opportunities on a person-to-person basis with his young parishioners.

Team ministry works in many ways for the Civil Air Patrol chaplain. As a member of the Commander's special staff, he serves as an official of the local community and participates in a team ministry with chaplains from many religious groups. This practical, down-to-earth ecumenism increases knowledge, respect and unique camaraderie among chaplains and laity. It presents to CAP members, both adult and youth, a strong, positive image of religion in action.

Civil Air Patrol provides for the professional and spiritual needs of the clergyman in the Chaplain service and both are vital to the individual in this age of renewal and ecumenism.

For the professional development of chaplains, Regional and Wing Chaplain Training conferences are sponsored annually. These two-day workshops are staffed by recognized religious leaders and chaplains in such fields as religious education, counselling

and pastoral ministry.

Chaplains in the organization are encouraged to attend church conventions and retreats sponsored by their respective denominations in addition to participating as CAP Chaplaincy representatives at these conferences.

"Today the CAP chaplaincy is more challenging than ever," said Chaplain Hobgood, "as Chaplains provide a moral climate for community acceptance of Civil Air Patrol and more than ever before, they are concerned with the direction of the youth throughout the

nation."

"As the organization grows so also must their religious and moral environment grow and this depends largely on the measure of leadership provided by the CAP chaplains," he said.

There is a continuing need for clergymen in CAP to replace those retiring. Only those meeting the following qualifications may apply: An individual must be duly ordained male clergyman engaged full-time in the active ministry and have the approval for his services as CAP Chaplain from his respective denomination and

he must have a minimum of four years of college and three years of seminary training.

To receive an appointment, a clergyman must:

1. Be recommended or requested by a local CAP unit commander.
2. Submit a formal application to the National Chaplain's office.
3. Obtain the official approval or endorsement of his denomination through the appropriate agency.
4. Be formally approved by the CAP National Chaplain.
5. Pay membership dues.



UPDATING CHAPLAIN'S ROSTER—The records of chaplains assigned to various Civil Air Patrol units throughout the nation are being checked by Air Force SSgt. James C. Spurger

III (left) and his supervisor, TSgt. Emil J. Kumer of the National Chaplain's office at CAP-USAF. (Air Force Photo by TSgt. William J. Bond)

## Chaplain Corner

### Man of God—Not An Outsider

By Chaplain (Col.) Clarence E. Hobgood, USAF

While the nation ferments with student unrest where attacks against the establishment, institutions of learning and the church are commonplace, the mod thing is the belief that morality is outdated and not attuned to today's teenager. In certain circles, they say that the teenager has had enough of ethical instruction and there is not too much point to this "religious kick."

A group of dedicated Americans representing many faiths know differently and are working shoulder to shoulder with the youth from all walks of life. These men are the chaplains assigned to the various Civil Air Patrol units throughout the nation.

These chaplains not only seek to make religion and faith purposeful and meaningful to the youth in Civil Air Patrol—the cadets—but their efforts are

aimed at deepening each teenager's religious sense.

In this age of moral strife, the chaplains strive to bring the teenager's spiritual fibre to maturity through a program designed to put "action" into the religious environment. By trapping the cadets' thirst for knowledge, the CAP chaplains lead their youthful charges through phases of doubt to a plane of spiritual involvement, helping them select responsible choices and a commitment.

The chaplain also helps to develop in the teenager a strong sense of dedication and loyalty based on keen appreciation of citizenship in the democracy in which he lives, while pointing out the individual responsibilities and privileges of such a democracy.

And if that's not living, what is? Some 35,000 American teenagers believe that this is their "bag"; and they should know, because as members of the Civil Air Patrol cadet corps, they are shaping their lives from within to become tomorrow's leaders of this great nation.



CHECKING LETTER DRAFT—Air Force Chaplain (Col.) Clarence E. Hobgood, National Chaplain, Hq., CAP-USAF, goes over a draft of letter outlining the program for the upcoming Ministry to Youth with office secretary, Mrs. Edna Cook. The office handles more than 500 letters monthly on recruiting chaplains for the Civil Air Patrol units throughout America.

## Maxwell Is Site For Youth Ministry Conference

MAXWELL AFB, Ala.—A National Laboratory on Ministry to Youth is scheduled Aug. 27-29 at Civil Air Patrol's national headquarters here.

The first of its kind conference in chaplain-educator meetings, the program is designed to bring clergy, teachers, administrators, government officials, military and aviation leaders together to discuss moral leadership education and communications.

The program is also designed to afford a continuing exchange between the speakers and conferees by which a group of experts "will tell it as it is." This will be open to talk-back criticism from the more than 300 attending the conference.



ASSISTANT CHAPLAIN—Air Force Chaplain (Lt. Col.) Vincent C. Merfeld, a Roman Catholic priest, is the Assistant National Chaplain at CAP-USAF. He is from the Archdiocese of Dubuque, Iowa.

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# CAP News Briefs

## Girls Defeat Boys for Trophy

FORT ATKINSON, Wisc.—The girls drill team of Milwaukee Comp. Sq. V won first place honors and the trophy in the annual Wisconsin Wing Cadet Drill competition. The boys team from Milwaukee Sq. V was the runner-up. Air Force Lt. Col. Verney L. Thornton, CAP-USA Liaison officer with the wing, presented the trophies.

Other units competing for the trophy were Milwaukee Comp. Sq. IV girl team; Greendale and Racine Comp. Sqs. Judging the drill competition were Navy Commander James F. O'Connor, USN Res.; Maj. Clifford Hemmer, USA Res.; and MSgt. William Kittel, Air Force recruiter.

## Thunderbirds Leave Meeting

HOUSTON, Texas—Members of the Thunderbird Comp. Sq. here recently took time out from its regular meeting activities and toured the Flight Service facilities and Weather Station at William P. Hobby Field near here.

The group was given a detailed briefing on both the Flight Service Center and the Weather Station by personnel from the Federal Aviation Administration and saw how weather information is collected and relayed throughout the nation.

The CAP contingent also received a briefing on the role of the air traffic controller and toured the control tower to see these men at work.

## Towson Is First Flightline Unit

TOWSON, Md.—Towson Comp. Sq. is the first unit in the Maryland Wing having its own flightline crew. The crew proved its value to the wing recently in search operations when 25 aircraft were launched including six U.S. Army helicopters from Fort Bragg, N.C. when a Sidwell family was reported missing.

After an intensive search of the Easton-Salisbury area the search was suspended, officials reported. The newly initiated flightline crew was cited for keeping the aircraft on the move throughout the operation.

## Member Conducts Pilot Course

HUNTINGTON BEACH, Calif.—Civil Air Patrol S/M Bertraud Bauno Dionne is conducting a pilot ground school course at Long Beach Airport for members of Group VII's Sq. 65 of the Texas Wing. The school is being conducted at 7:30 p.m. on Tuesdays.

A former airline captain, graduate of MIT and ex-Navy pilot, Dionne is an electronics engineer at McDonnell Douglas plant at Long Beach.

## Army Reserves Laud CAP Colonel

AMARILLO AFB, Texas—Lt. Col. Gerald K. Nash, CAP, former executive medical officer at Headquarters, Group I of the Texas Wing, received the Armed Forces Reserve medal for serving 10 years in the U.S. Army Reserves. In addition to his duties in Civil Air Patrol, he is medical officer for the 4222nd Logistics Command, U.S. Army Reserves.

## Strategic Air Command Hosts CAP

CHARLESTON, Ind.—Members of the Clark County Comp. Sq., Indiana Wing, recently were hosted by the Strategic Air Command when they toured Wright-Patterson AFB, Ohio. They visited SAC operations, viewed the cockpit of a B-52 Strategic bomber and a KC-135 Strato-Tanker and toured the Air Force Museum.

## Lieutenant Puts FAA Rating to Use

BACKSBURG, Va.—Civil Air Patrol Lt. James K. Sizer, Montgomery Comp. Sq., here, has been certified by the Federal Aviation Administration as a "ground school instructor." He is putting his qualifications to use by instructing a private pilot's course for unit cadets and for members of the Hokie Flying Club.

Cadets who completed the FAA written examination after the course will compete for the squadron's solo flight scholarship if they meet the requirements. Covered in the course are instruction in preflight; meteorology, flight computing, navigation, FAA regulations and radio navigation.

## Receives West Point Appointment

AUSTIN, Texas—Lieutenant Kelley B. Mohrmann, CAP, of the Travis County Comp. Sq., has received appointment to the United States Military Academy at West Point. He was notified of his selection by Adjutant General Kenneth Wickham, Department of the Army, after being nominated by U.S. Senators John Tower and Ralph Yarborough and U.S. Representative Jack Pickle, all from Texas.

Mohrmann took a battery of tests including scholarship aptitude, English composition and mathematics. He also passed the physical and mental aptitude tests.

A student at McCallum High School, Kelley has maintained an avid interest in military life. He will report to West Point, July 1.

# CAP Unit Assists Airmen

HUDSON VALLEY, N.Y.—Civil Air Patrol cadet members of Dutchess Comp. Sq. 31159 recently conducted a fund-raising drive and collected more than \$438.00 for two Air Force sergeants of the Vietnam war whose homes were ravaged by fire recently.

Receiving the check from 1st Lt. Richard Lauria, CAP, Dutchess Sq. commander, were TSgt. Joseph Carroll and SSgt. Eugene Cropley both assigned to Stewart AFB, N.Y. Also in charge of the drive was CAP WO Elaine Lee who attended the presentation ceremony at Stewart.

Among the cadets who raised the money in the local community fund drive were Steve Lee, Steel Scott and Michael Morreale who made a special effort to get a new doll for Sergeant Cropley's young daughter to replace the one destroyed in the fire.



CAP UNITS ASSISTS AIRMEN—A check for more than \$438.00 is presented to Air Force TSgt. Joseph Carroll and SSgt. Eugene Cropley by Civil Air Patrol Lt. Richard Lauria (left), Dutchess County Comp. Sq. commander. The check, made up of donations from the community near Stewart AFB, N.Y., was collected by Civil Air Patrol units for the sergeants whose homes were destroyed by fire.

## Linden Squadron Searches For Missing Aztec Airplane

LINDEN, N.J.—Under the command of Maj. William Silverman, CAP, the Linden Sq. of Civil Air Patrol's New Jersey Wing, participated in an air search for a Piper Aztec airplane listed missing after taking off recently from Atlantic City with six persons aboard.

The squadron flew sorties throughout the southern part of the state from Atlantic City and north towards Teeterboro Airport, final destination of the missing plane. The U.S. Navy and Coast Guard also searched the water area of the New Jersey

coast after receiving calls from people in the area reporting the noise of an airplane in apparent trouble.

Other CAP pilots participating in the mission included Maj. George Bochenek, George Skidmore, Capt. Warren Smith, Gay Weiss, Lts. Edward Weinberg, Howard Silverman, CWOs Arthur Ladoux, James Colletti, WO Ernest Smith and Lt. Col. Stanley Needet. These men from the Linden Sq. flew sorties in CAP or privately-owned aircraft during the mission.



MISSION BRIEFING—Maj. William Silverman (center), Linden's Squadron commander, reviews search pattern with his Civil Air Patrol pilots who participated in an aerial search for a missing Aztec airplane in New Jersey.

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# National Headquarters and Alabama



**GENERAL INSPECTION**—Air Force Maj. Gen. Walter B. Putnam, Civil Air Patrol's national commander, talks with members of the CAPETTES after inspecting the group on its arrival at Maxwell AFB, Ala. on an official visit

to Civil Air Patrol's national headquarters. The girls, all senior CAP members and coeds at Oklahoma State University, are members of the organization's elite drill team.

MAXWELL AFB, Ala.—Wearing smartly tailored Civil Air Patrol uniforms 30 coeds from Oklahoma State University at Stillwater recently paid an official visit to CAP's National Headquarters here and later toured Alabama's State Capitol and the city of Montgomery.

The girls are all senior members of Civil Air Patrol and comprise the wing's elite drill team known as the "CAPETTES". They came here at the official invitation of Air Force Maj. Gen. Walter B. Putnam, CAP's national commander who also attended Oklahoma State University.

Arriving by military aircraft, the group was greeted by Air Force Lt. Gen. Albert P. Clark, Air University commander and General and Mrs. Putnam. A senior CAP member, Mrs. Putnam presented a bouquet of roses to 2nd Lt. Susan Holley, CAP, the CAPETTE's commander.

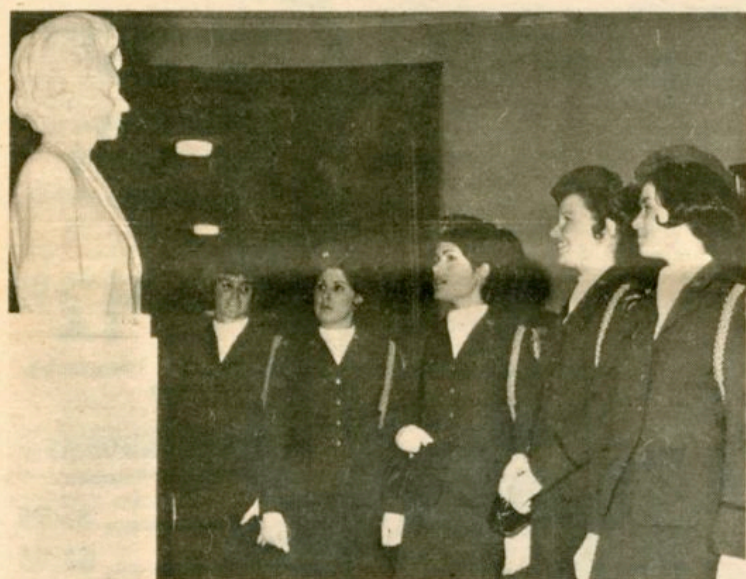
After lunch, the young ladies toured the staff agencies at

National Headquarters and saw its various operations. They received a status briefing on Civil Air Patrol and heard of its future plans and programs.

As a matter of routine, the CAPETTES expected an impersonal abstract chat from the National Commander. They were pleasantly surprised to learn that General Putnam tailors each presentation to the specific audience—whether it be an auditorium of hundreds of listeners or a small conference group.

In addressing the coeds, he fashioned an approach which fit the occasion like a glove. General Putnam stressed the vital role each of them could have and should have in Civil Air Patrol's future. The General, who left Oklahoma State University in 1937 to become an aviation cadet, outlined with pinpoint emphasis the strong support to aerospace knowledge which the girls can provide as CAP members, teachers, or in their future role as wives and mothers.

After the group tour of



**PAYING THEIR RESPECTS TO A GREAT LADY**—Civil Air Patrol CAPETTES from Oklahoma State University pause to admire the bust of former Governor Lurleen B. Wallace on their tour of the Capitol building in Montgomery. The group, an all-girls drill team and Civil Air Patrol senior members, visited Alabama's historic capitol in conjunction with their official visit to CAP's National Headquarters at Maxwell.



**MAYOR WELCOMES CAP GROUP**—Mayor Earl James of Montgomery, Ala., welcomes the CAPETTES of Civil Air Patrol to the city of Montgomery during their visit to CAP's National Headquarters at Maxwell. The girls, all seniors in Civil Air Patrol are coeds at Oklahoma State University. The Mayor of Montgomery received a certificate making him an honorary Mayor of Oklahoma City.



**CAPETTES GREETED**—CAPETTE Commander, 2nd Lt. Susan Holley (left) receives a warm welcome and a bouquet of roses from Mrs. Walter B. Putnam, a CAP senior member, when the Oklahoma State University's all girl drill team arrived

recently at Maxwell AFB also were Air Force Maj. Gen. Albert P. Clark, Air University commander



# Welcomes Oklahoma CAPETTES

National Headquarters, the CAPETTES visited Montgomery Mayor Earl James who welcomed them to Alabama's capital city and stated: "The Aerospace Age was theirs and the nation looked forward to their leadership in the next years."

Lieutenant Holley presented Mayor James a certificate making him an Honorary Mayor of Oklahoma City. The certificate was signed by Oklahoma City Mayor James N. Norick.

Afterwards the girls visited Alabama's historic capitol building where the Government of the Confederate States of America was organized in 1861. There they met Alabama's Governor Albert P. Brewer, who welcomed them to the state, followed by a guided tour of the capitol building and adjacent grounds.

Following a bus tour of the city of Montgomery, the CAPETTES went to Gunter AFB where they were billeted. Later they attended a buffet dinner in their honor at the Gunter Officer's Open Mess and

then traveled 45 miles to a gala dance party at Craig AFB and were hosted by pilots of the advanced jet training school.

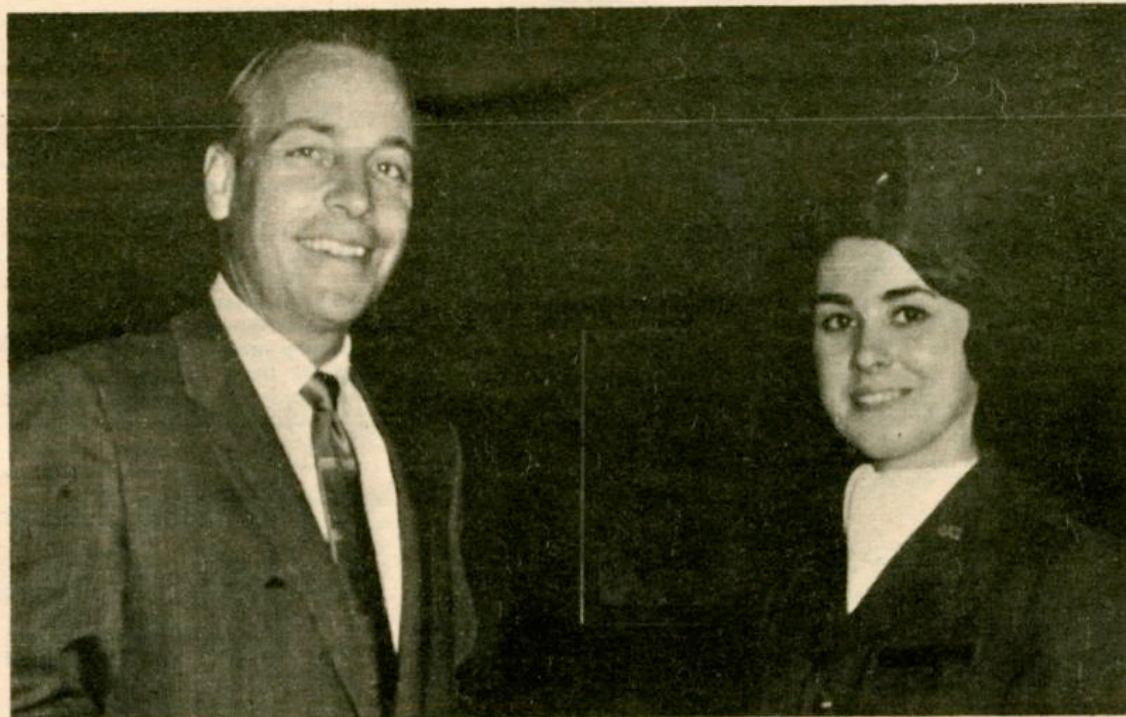
After breakfast the following morning at Gunter, the group was airlifted from Maxwell to Oklahoma City.

Organized five years ago by the Oklahoma Wing, the CAPETTES primarily publicize Civil Air Patrol's aerospace education and training for the American youth mission. The all-girl drill team members are very knowledgeable of the phases of the CAP program and represent the organization in drill and ceremonies with unique marching demonstrations.

Membership in the team is limited to those with top school grades who are 18 years or older.

Their hobbies range from interests in flying to working with children.

Escorting the group on the tour to National Headquarters were Col. Michael Hutton, Air Force Reserves and Oklahoma Wing's CAP-Reserve coordinator and Mary Novotny, secretary at the CAP-USAF Liaison Office for the wing.



**MEETING ALABAMA'S GOVERNOR**—Civil Air Patrol 2nd Lt. Susan Holley, CAPETTE's Drill Team commander, presents Alabama Governor Albert P. Brewer a memento of the unit's visit to the state's historic capitol. The

group, all coeds at Oklahoma State University, visited CAP's National Headquarters at Maxwell AFB, Ala. and later toured Alabama's capitol city of Montgomery.



**TALK SHOP**—Air Force Maj. Gen. Walter B. Putnam, CAP's national commander, talks about his programs for advancing aviation and aerospace education and training throughout Civil Air Patrol with CAPETTE Commander, 2nd Lt. Susan Holley, CAP. The group of 30 young ladies from Oklahoma State University flew to Maxwell on an official visit to National Headquarters recently.



**ART WORK EXPLAINED**—A group of Civil Air Patrol CAPETTES from Oklahoma State University gather around James O. Johnson, chief of the technical education methods branch at CAP-USAF, for a briefing on the role illustrations play in presenting modern-day education and training literature. This branch of the Aerospace Education and Training Section at CAP's National Headquarters was one of the many places visited by the group recently.



**BID FAREWELL TO MAXWELL**—After a day-long tour of Civil Air Patrol's National Headquarters during which they visited Montgomery and the Capitol Building, Oklahoma Wing's CAPETTES return to Oklahoma City by military aircraft. The group came here at the official invitation of Air Force Maj. Gen. Walter B. Putnam, CAP's national commander.

1. Greeting the bevy of beauties  
en. Walter B. Putnam, CAP's  
nd Air Force Lt. Gen. Albert P.  
ler.



## Cadet News Briefs

### Three Earn Amelia Earhart Awards

EVANSTON, Ill.—Three Evanston Cadet Sq. members have received Amelia Earhart awards from CAP's National Headquarters. They are C/Lt. Joseph King, a licensed pilot in powered aircraft; C/Capt. Edward J. Sackley III, a graduate of the Illinois glider encampment and the wing power solo encampment; and C/Capt. James W. Sullivan, former Evanston Cadet Sq. commander and graduate of the wing's power solo encampment last year. Maj. William A. Redtenwald, CAP, Senior Squadron commander, presented the awards to the cadets at ceremonies here recently.

### Council Bluffs Cadets Upgraded

COUNCIL BLUFFS, Iowa—Council Bluffs Cadet Sq. has announced awards and promotions for three members of the unit here. Promoted to cadet second lieutenant were Cadets Richard Harkins and Lloyd Bergantzel. Upgraded to Cadet Captain was Wayne Head, a licensed pilot and the first cadet in the unit to receive the Amelia Earhart award. Unit Commander 2d Lt. Lloyd R. King announced the promotions and presented C/Captain Wayne Head the Amelia Earhart award recently at ceremonies.

### Perkins First To Earn License

PARK FOREST, Ill.—Cadet Airman Howard Perkins became the first member of the Civil Air Patrol unit here to receive a private pilot license. Active in CAP's Aerospace Education and Training program, Perkins (17), attends Tinkley Park High School.

### Indiana Wing Information Trophy

CHARLESTON, Ind.—C/WO Michael Fox received the first place award in the Indiana Wing for his work as cadet information officer to the Clark County Comp. Sq. This is the second consecutive year he won the award for a dynamic information program which effectively explained the Civil Air Patrol mission in the area. Among the various positions, Cadet Fox has held include cadet commander; and advisor to the commander. A senior at Charlestown High School and member of the National Honor Society, he plans to attend Purdue University where he hopes to pursue a career in aeronautical and astronautical engineering.

### Cadets Mark Birthday

BELLEVUE, Wash.—Cadet Lt. Gerod Wattier, Bellevue Comp. Sq.'s cadet deputy commander, marked his 18th birthday recently by receiving his commercial pilot license. He hopes to become a commercial airline pilot.

### Straight A Student Rewarded

PIQUA, Ohio—Recognition of how well a Civil Air Patrol does in school brought a unique award to C/SSgt. Ronald D. Poling of the Don Gentile Sq. here. He is to receive an hour long flying lesson from the squadron for achieving straight 'As' on his report card from Piqua Central High School. The new incentive award is being offered by the squadron to all grade A students in the Civil Air Patrol unit.

### Tampa Cadet Squadron Wins Drill

TAMPA, Fla.—Tampa Cadet Sq. of the Florida Wing captured top marching honors and a trophy in Group III drill competition. C/Lt. Linda J. Koehler, flight commander, led her cadets through some 40 maneuvers in competition against two of the other squadrons in the group. Five NCOs from the NCO/Leadership School at McDill AFB, Fla., judged the competition. A trophy donated by C/Maj. Raymond Graves, now in Vietnam with the U.S. Army, was presented to the winners.

### Marines Brief Manhattan Group

NEW YORK, N.Y.—Twenty cadets and four senior members of the Manhattan Group received an orientation in the various aspects of helicopter flight while taking part in an exercise with United States Marine Corps and the U.S. Marine Corps Reserve Helicopter Sq. at Floyd Bennet Field, Brooklyn.

## Four Receive CAP Proficiency Certificate

DES PLAINES, Ill.—Mother and daughter and father and daughter teams in Maine Township Comp. Sq. won the coveted certificate of proficiency in Civil Air Patrol recently here.

They are 2nd Lt. Florence B. Herbig, CAP and her daughter, CWO Donna Marie Herbig. Lieutenant Herbig serves as adjutant and information officer and her daughter the unit communications, supply and aerospace education officer.

The other recipients of the award were 2nd Lt. Joseph P.

Scianna and his daughter, C/WO Kathleen Scianna. Lieutenant Scianna, the squadron executive officer and deputy commander for cadets, earned the senior member certificate while his daughter earned the cadet certificate of proficiency. In addition, she received a Billy Mitchell award and promotion to warrant officer.

Warrant Officer Scianna is the cadet executive officer and aerospace education officer. Maine Township Comp. Sq. is in Group 4 of the Illinois Wing.

### Membership Boosted

## Maryland Fly-In Successful

BALTIMORE, Md.—More than 195 Civil Air Patrol cadets and a large number of senior members thronged to a recent "Fly-In" conducted by the Maryland Wing at Lee Airport, Annapolis, Md. Each cadet was given a 30-minute orientation ride in a wing aircraft to arouse his enthusiasm for flying and general aviation.

"We feel the entire program was most successful," said Lt. Col. Royce M. Benson, wing deputy commander. As a result of the fly-in, several new pilots and cadets joined the ranks of the Maryland Wing of Civil Air Patrol.

The "Fly In" was mainly designed to attract private aircraft owners as well as stimulating local interest in Civil Air Patrol and the organization's nation-wide mission. An advertisement in a local newspaper drew an overwhelming response. So much so that the Maryland Wing selected Lee Airport as the site for the Fly In for prospective new members.

The enthusiastic public response enabled the Maryland Wing to go a step further with its community relations venture; providing breakfast and lunch for a small fee and inviting pilots and cadets from throughout the state.

Almost 100 hours of flying were logged by the Maryland Wing pilots as a result the wing boosted cadet and senior membership totals.

## Two Members Go Air Force

KEW GARDENS, N.Y.—Civil Air Patrol S/M Richard Scholfield of the Falcon Sq., New York Wing, is on his way to Lackland AFB, Tex., to join the United States Air Force. While a member of the Falcon Sq., Scholfield was also active in civic groups in this area.

Falcon Sq. C/Lt. Joseph Mitchell of Bayside has selected the United States Air Force Academy over the U.S. Coast Guard Academy after being chosen by both military schools. U.S. Congressman Seymour Halpen nominated Mitchell after the cadet won a series of competitive examinations in the Congressman's district.

### CADETS TOUR KEESLER

KEESLER AFB, Miss.—Thirty cadets and three senior leaders from the Mobile, Ala., Civil Air Patrol Squadron visited Keesler AFB June 2.

The group arrived by bus at 9 a.m. and toured the USAF Pilot Training School (MAP), the control tower, Computer Systems Department and an electronics demonstration.

## CAP 'Accent on Youth' Is Theme of Conference

BINGHAMPTON, N.Y.—"Civil Air Patrol accent on youth will rate top priority in our wing in 1969," said Col. Jess Strauss, CAP, New York wing commander, in his recent address at the annual wing conference here at Schrafft's Motor Inn. He invited Civil Air Patrol cadets to become intellectually involved by meeting the challenges in the organization's aerospace and training programs.

In line with the wing commander's address, Eugene Nickerson, Nassau County executive and conference guest speaker, said: "Man must accept the challenges of the unknown if he is to advance in science and technology."

Despite inclement weather in the area, more than 500 CAP members attended the conference. Seventeen awards were presented among which was the Gen. Carl A. Spaatz award to Cadet Maj. William Ryan of the Albany Gp.

The National Commander's Citation and the Gill Robb Wilson award were received by Lt. Col. Louis Wolff, CAP, Westchester County Gp. Others receiving the Gill Robb Wilson award were Lt. Cols. Irving Kole, CAP, Long Island Gp. and Joseph Sirica, CAP, Suffolk County Gp.



### BOYERTOWN IN ARMED FORCES PARADE

BOYERTOWN, Pa.—Orientation flights and a parade highlighted the Armed Forces Week celebrations of the Gen. Carl A. Spaatz Civil Air Patrol Squadron of Boyertown. Captain Richard H. Yoder, commander of the unit and an experienced search pilot with the CAP, took teenage cadets and members of the Parent's Advisory Committee on orientation flights in the Boyertown Flying Club, Inc. four-place aircraft, based at Pottstown Limerick Airport.

**SURVIVAL TRAINING EXPLAINED**—Maj. Oscar C. Swanson Jr., (right), Spartanburg Comp. Sq. commander, explains the use of signal panels for survival for those in downed aircraft. He conducted this class for the cadets in his squadron participating in Civil Air Patrol Class B. encampment at Lake Bowen near Spartanburg, S.C.

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The Communicator of the Year award was received by Maj. S. Barney Bonagura, CAP, Long Island Gp. Net Control.

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SUMMER SCHOOL/CAMP, JUNE 23-AUGUST 15





# Tennessean Directs Action Of CAP National Board

MAXWELL AFB, Ala.—The Civil Air Patrol member pictured on page 1 is Brig. Gen. F. Ward Reilly, chairman of the national board. He was named to this top executive position in the official auxiliary of the United States Air Force last October when the National Board met at the Leamington Hotel, Minneapolis, Minn. Simultaneously he was promoted to brigadier general in Civil Air Patrol after succeeding CAP Brig. Gen. Lyle W. Castle, who served as national board chairman for three consecutive terms of office.

A Chattanooga, Tenn., businessman, General Reilly is the principal corporate officer of the more than 67,000 members of Civil Air Patrol. The National Board which voted him to the

top executive position, is comprised of eight region commanders, 52 wing commanders and the CAP National Executive committee, the organization's policy makers.

As board chairman, General Reilly guides the CAP Corporation in its public service role of flying search and rescue missions, in its performance of mercy and humanitarian flights and conducting a nationwide aerospace education program for the cadets and senior members.

Before his election, General Reilly served as CAP's Southeast Region commander, exercising command of the more than 9,000 members in Tennessee, Alabama, Georgia, Florida, Mississippi and Puerto Rico.

General Reilly attended McCallie School and Georgia

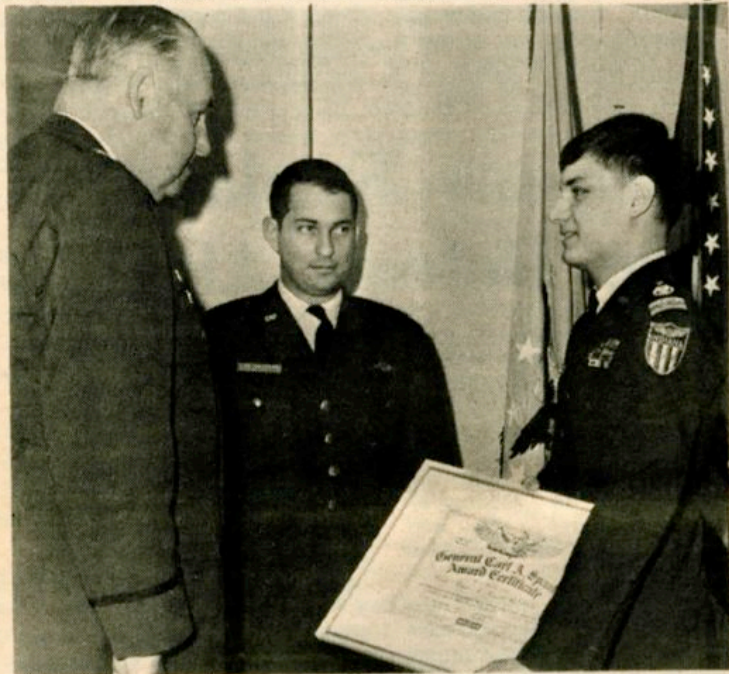
Institute of Technology (Georgia Tech) and was also active in the Army Air Corps ROTC attending the first cadet encampment at Maxwell AFB, Ala.

He is a veteran pilot and holds command pilot multi-engine ratings in Civil Air Patrol. Among his decorations are the CAP Distinguished Service Award; the Exceptional Service Award and the Meritorious Service Award. General Reilly flies an Aero Commander 500 both for business and pleasure.

He has served as commissioner of Aeronautics in Tennessee for 10 years during which he vigorously pushed local airport improvement in that state.



AT THE NATIONAL BOARD—The chief executives at the National Board of Civil Air Patrol meeting prepare to outline the plans and programs for the organization. They (from left) are Col. Samuel H. duPont, vice-chairman, Brig. Gen. F. Ward Reilly, CAP, national board chairman and Maj. Gen. Walter B. Putnam, USAF, CAP's national commander. (United States Air Force Photo by TSgt. John Lyons)



SPAATZ AWARD WINNER—C/Col. Bruce A. Newell (right) of the Indiana Wing receives the General Carl A. Spaatz educational achievement award from Brig. Gen. F. Ward Reilly, CAP, chairman of the national board, at the spring meeting of the national executive committee. Watching the ceremony is Col. Samuel H. duPont (center) national board vice chairman. Newell (15), is Civil Air Patrol's youngest cadet colonel. (United States Air Force Photo by TSgt. John J. Lyons)

## COMMENTS FROM THE CHAIRMAN

By BRIG. GEN. F. WARD REILLY,  
CAP National Chairman



As we view the areas of responsibility and contributions of the Senior Member in Civil Air Patrol it is necessary to examine the requirements for the accomplishment of the Mission to which we dedicate our services.

Our Mission is basically the preservation of human life and liberty and to this end there can be no compromise in the character and capability of our Senior Membership or we could well be contributors to death and delinquency.

To determine the source and segment of our society from which we may expect to largely recruit our Senior Member, with the qualities of dedication and leadership, it might well be that we consider the origin of many of the responsible personnel of our defense establishments.

It is said that the origin of our Military leadership is basically from the "Center Cut" of our society, selected for their high qualities of patriotism, courage, ambition and the potentials of leadership. The source and qualifications are equally valid for Senior Members of Civil Air Patrol.

We are too often amiss in assigning a SAR

responsibility to those not fully qualified in Search and Rescue techniques, resulting in failure to reach or passing unnoticed those in peril whose life depends upon us. Those who are assigned to Cadet training and education also assume a grave responsibility in the youth under their guidance being motivated towards responsible citizenship in the highest ideals of leadership. In this we cannot fail and thus be a contributor to youth delinquency.

Those of civil and social stature and of affluence are certainly desirable elements of our society for membership, but not for this alone, they should qualify by a contribution of services rendered or influence in the attainment of services, materials, and funds in the support of Mission accomplishment.

As your Chairman of the National Board of Civil Air Patrol, I am still dedicated to the proposition that "Only those who are resolute in character, determined in purpose, able and willing to contribute to Mission accomplishment, should qualify for membership, which is a privilege and not a right. Performance of duty within our capability is a sacred obligation."

## NOTICE OF AIRCRAFT SALE

The following corporate aircraft have been approved for sale to interested buyers. Bids or inquiries for information relative to these aircraft

should be submitted to the organization possessing the aircraft. Bid closure date as indicated.

PIPER J-3. Date of manufacture: 1946. N87704. Requires engine top overhaul and complete recovering. Estimated cost of repair: \$2612.00. Aircraft possessed by the Nevada Wing Hq. CAP, 1290 Gentry Way, Reno, Nevada, 89502. Bid closure date: 30 June 1969.

PIPER L-4B. Date of manufacture: 1943. N3921A. Total airframe time: 1538:33, engine time 1576:33, engine time SMOH: 25:33. Aircraft requires minor repairs; minimum acceptable bid: \$450.00. Possessed by Maine Wing Hq. CAP, 331 Veranda St., Portland, Maine, 04103. Bid closure date: 30 June 1969.

AERONCA 7BCM. Date of manufacture: 1947. N3926A. Total airframe time: 1362:4, engine time 1169, engine time SMOH: 479. Estimated cost of repair \$750.00. Minimum acceptable bid \$450.00. Possessed by Maine Wing Hq. CAP, 331 Veranda Street, Portland, Maine 04103. Bid closure date 30 June 1969.

## Science Fair Award Presented by CAP

CULLOWHEE, N.C.—Special awards in the junior and senior division categories in the Western District Science Fair at Western Carolina University were presented by Civil Air Patrol for the best entries.

First place winner Danny Dalton of Owen High School won the top award for his entry: "The Effect of High Acceleration on Trained Mice." The runner-up trophy went to Alan D. Huneycutt, West Henderson High School for his entry: "Automation in the Feminine Form" and the third place honors went to John Maltry III of Enka High School for his creation "Communication with Light Amplification by Simulated Emission of Radiation."

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## Flier's Corner

# Freddie's Freakout or Saga of Spring Hangup

I should have guessed there was something wrong about Freddie from the beginning. All his fine talk about leaving the dull earth and wafting our way to a love nest in the sky—oh, brother! A hole in the ground—that's what he called our home here, and I had to admit it was kind of damp and drafty and bleak in the winter, and so I fell for his line. Well, I've got my feet back on the ground now and you can just bet that's where they're going to stay. What an experience! I'm still shaking.

I must admit, it was nice for a while. I always felt I was born for the dolce vita, and that was it—a swingin' penthouse in the sky, luxurious furnishings, foam rubber bedding, bubbleglass bathhouse, parties every night, and mad romantic gambols in the dewy dark—the whole thing. Just the same, what I say is, if anyone ever offers to fly you to the moon, take a good look at his credentials before you let yourself get buckled down in his silvery plane.

What a crazy time that was. All those midnight fly-ins as Freddie called them. He'd round up a bunch of his hangar pals and their female counterparts, as you might say, and we'd get higher than a kite before we even left the ground. You know, I think it must be something about the way the moonlight streams down on you through the plexiglass that turns me on. Some nights we'd find ourselves dancing on the wings until we were so dizzy we'd almost fall.

Then, we'd stumble back into the cockpit and argue about where we wanted to fly, and usually doze off and sleep until noon.

We'd wake up with a head so big we thought they would have to unweld the airplane to get us out of there. I'm not saying what we got high on, but I'll give you a hint—there's lotta glue left in some of them airplanes, never mind all the aluminum and plastic.

I knew we'd get into trouble sooner or later, I mean, I never dreamed it was really illegal or anything like that, or I'd have pulled out like a shot. But I thought it was kind of odd the way Freddie kept insisting that an airplane was only safe after sundown. He claimed that airports were too crowded during the day—airport congestion was a national problem, according to Freddie. Well, maybe it was at some airports, but at our little short stripper, the runway was covered with snow practically all winter long—which gives you some idea of how congested the place was. Freddie also claimed he needed the moon or the stars to navigate by, which also sounded just a little peculiar. I mean, we practically lived on maps and old potato chips. Slept on them too, I might add. Rugged.

But Freddie was the pilot in command, as he liked to remind me. He told me he had practically cut his eye teeth in airplanes, and as for me, well, I believed him when he told me a

carburetor was something you measured cars with, so what could I do but go along with him?

Another thing that bothered me was the way he used to get so high on all the "glue". I don't know where he got it frankly. He'd just duck his head behind the seat and a few minutes later he'd have a funny smell on his breath and his eyes would be rolling. Some pilot in command! There were days when it made me nervous just to see him sitting behind the wheel. Buckle up, baby, he'd say. We're going to dust off a few stars. The way he flew, I wouldn't have been surprised.

I don't know where the time went, but before I knew it winter was over. We came out to the airplane late one afternoon and noticed grass sprouting around the tie-downs. The way Freddie reacted, you'd think the place had been mined. "Baby," he yelled, "we got to split. It's Gus!"

"Who's he? Gus the fuzz?"

I'd been expecting something like this.

"Gus is the guy that owns this airplane, that's who."

"You mean this is not your own little bird?"

"Well, no. Say where do you think I'd get all that bread?"

"The owner is a friend of yours?"

"Well, sort of. I just sort of look after his plane while the guy's away. Gus goes down to Florida for the winter. Comes back as soon as the weather warms up and he can't wait to get flying again."

"Good," I said, "we'll check him out."

"No, baby," Freddie said. "Gus doesn't go for socializing. Real serious flyer type. Especially after last year."

"What happened last year?"

"Aw, I left a few odds and ends lying around, and a rag got sucked up in the air intake when he took off in a hurry. He bought the farm."

"So now he's a flying farmer, so what?"

"So now he gives the plane a real careful going over before he spins the prop. Practically vacuums it from nose to tail. When he sees some of the junk left around from your parties..."

"MY parties?"

"...he'll go ape. He'll go after us with a cleaver, I tell you. You don't know these airplane drivers."

"Oh, pooh. Stand up to him. Are you a mouse or a man?"

"You mean a man or a mouse. I'll tell you what I'm going to be—long gone. We better separate. I'll hole up in the woods for a bit. You duck in with your mother. I'll give you a whistle as soon as things quiet down...why the funny look?"

"You don't know how to whistle."

opened the door and poked his head into the cockpit, I had fallen asleep in back and the canvas had slipped away. The next thing I knew I was eyeball to eyeball with the maddest looking human being it has ever been my misfortune to see.

To tell you the truth, I was a little embarrassed. What with all the empty peanut shells, the place did look a little like the balcony after a kids' matinee in Hoboken, and it was a little late to start tidying up. I shot out of there like I was jet propelled, landed on the grass on all fours, and didn't stop running until I was halfway home to Mama's.

Well, you've all heard the story about the country mouse visiting the city mouse and vice versa, so I guess hearing about Freddie the Flyer is nothing new. He wasn't really a bad sort, and he showed me a new style of living. But I'm glad to go back to being a simple field mouse again. I'll leave the flying to Gus. (FAA Aviation News, May 1969)

## Company Explains Zero Defects Aims

Once a singular drive instituted by a major defense supplier, Zero Defects is now an established part of the vernacular of all defense and industrial manufacturers. It is the generic term for industry's total effort to accomplish error-free work, the first time—to prevent errors instead of detecting them.

Manufacturers have long recognized the need for and have used statistical Quality Control programs to maintain product reliability and dependability. But in spite of such controls, rework and scrap losses mount up into billions of dollars annually. It almost goes without saying, then, that any company that wants to stay competitive must take steps to eliminate such losses. Zero Defects is providing the answer for many concerns.

Recognizing that it is the individual employee's attitude toward his work that is the root of the problem, the most important phase of Zero Defects is to motivate and inspire each and every employee to a constant interest in his work. To arouse and motivate people you must appeal to their self-achievements, and as a team—in the perfection of the

product they are making. They must be challenged and each one made to feel the importance of his contribution to error-free work.

Pride is a personal inner satisfaction—one of man's noblest feelings. And it can come from a deep satisfaction in his work. Give a person the opportunity to take pride in his work, accompanied by recognition for a job well done, and you have begun to motivate him.

A civilian corporation has developed a Zero Defects program that is authorized for sale to military organizations including Civil Air Patrol, the official auxiliary of the United States Air Force.

The scientifically engineered program contains a wealth of material of value to CAP units performing official duties. It could be useful from an instructional standpoint and could enhance the capability of each CAP member in the performance of his job.

Civil Air Patrol commanders interested in obtaining more details on the program may contact National Headquarters (CPM), Maxwell AFB, Alabama 36112.

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## The Bookstore Corner

### 1. POWER FOR AIRCRAFT TEXTBOOKS

We regret that the textbook "POWER FOR AIRCRAFT" has not as yet been received from the publishers. Latest date furnished us for receipt of the book is 1 July 1969. For those many customers who have these on back-order we assure you that we have not forgotten you and we have labels and necessary paper work completed and are just awaiting arrival of the texts. Immediately upon receipt back-orders will be filled and shipped on a priority basis.

### 2. IACE UNIFORMS

Orders for IACE Blazer Uniforms have been extremely slow in coming in and all concerned are advised to submit orders as soon as possible to insure receipt of the uniform well in advance of departure date. Early ordering will permit you time to check fit and exchange any needed item.

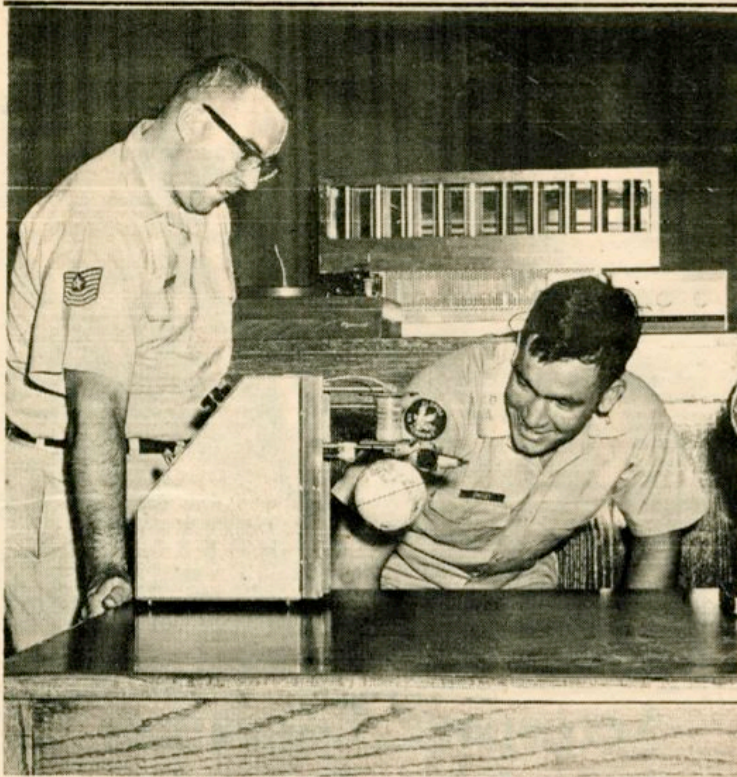
### 3. STAFF DUTY ANALYSIS GUIDE EXAMINATIONS

The eight examinations which comprise the requirements set forth in SECTION C, Paragraph 15, CAPM 50-16 for successful completion of the individual achievements have been designated as salable items and must be purchased through the Bookstore at a cost of \$0.10 each. All orders now on hand in the Testing Section of the Aerospace Education and Training Directorate are being forwarded to the Bookstore for shipment and billing. Future requests for these examinations should be forwarded to the Bookstore on the regular Bookstore Order Form. A separate notice is being forwarded to each Testing Officer in the up-coming regular Monthly Distribution.

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**MAGNETIC FIELD EXPLAINED**—A suspended globe trapped in a magnetic field was part of an electronics demonstration given to Civil Air Patrol cadets and seniors from Florida Air Academy attending an encampment at the Air Force Technical Training Center, Keesler AFB, Miss., recently. Presenting the demonstration to Civil Air Patrol Member Steve Ensley is Air Force MSgt. Richard Ekey, an instructor at the center. (United States Air Force Photo by SSgt. Raemarie Smith)

## Florida Contingent Holds Encampment at Keesler

**KEESLER AFB, Miss.**—A large contingent of Civil Air Patrol cadets from the Florida Air Academy climaxed a week-long encampment at the Air Force Technical Training Center here recently by participating in a parade and ceremonies.

During the week long activity, the Civil Air Patrol cadets under the supervision of four senior officers, got a taste of life in the United States Air Force which included a base-wide tour of the center's training facilities.

They were briefed on the role of the air traffic controller, toured the weather detachment and later saw a technical school electronics display.

While at Keesler, the group was billeted in the airman's barracks and fed in the airman's dining hall.

The group was welcomed to the Air Force Technical Training Center by Air Force Maj. James R. Parker, ground training branch chief, project officer for the encampment.

## Faster Individual Membership Card Service To Begin

**MAXWELL AFB, Ala.**—In an effort to give all Civil Air Patrol members faster service, the Data Processing Branch of CAP-USAF Personnel will send membership cards to the individual rather than to the unit which he assigned.

Units will not receive the "members processed" roster and will be required to retain a copy of CAP Form 12 or 15 on new members to keep on record.

It is believed that the new system will provide faster service, allow the benefits of uninterrupted CAP membership and alleviate the backlog resulting from severe delay in delivery of membership cards, Data Processing Branch officials announced.

Any questions on members processed should be directed to the wing personnel officer who is to receive his roster as usual.

## National Decorates 42 In CAP

**MAXWELL AFB, Ala.**—National Headquarters of Civil Air Patrol here has announced awards and decorations for 42 members of the organization. Six are to receive the Bronze Medal of Valor; four the Distinguished Service award; nine the Exceptional Service award and 23 the Meritorious Service award.

Receiving the Bronze Medal of Valor are Maj. V. James Urso, Cadet Kenneth C. Lindskog, Cadet Alfred S. Nesser, Connecticut Wing; Cadet Michael W. Murphy Jr., New York Wing; Cadet Christopher Robbins, Florida Wing and Cadet Sam Cook III, Oklahoma Wing.

The Distinguished Service Award winners are Col. Houston H. Doyle, Great Lakes Region; Lt. Col. Benjamin F. Miller, Michigan Wing; Col. Arthur F. Putz, Colorado Wing and Lt. Col. Harland B. Little Jr., Virginia Wing.

Exceptional Service Award winners are Lt. Col. Joseph Ferrara, Maj. Fred Keiper, Capt. Richard W. Goodrich, 1/Lt. Thomas Eck, CWO Troyal L. Keyes, Nevada Wing; Lt. Col. Herbert L. McVey, Kansas Wing; Maj. Robert S. Byers, West Virginia Wing; Maj. Wallace J. Quinn and Maj. Earl G. Wood, Virginia Wing.

To receive the Meritorious Service award are WO Irving W. Gehres, California Wing; Lt. Col. Henry F. Howe, Maj. John J. Sindelar, Minnesota Wing; Maj. Helen L. Crofford and Stanley A. Prell, Arizona Wing.

Others receiving the Meritorious Service Medal are Lt. Col. Fred W. Christian, Richard R. Dooley, George S. Fritz, James A. Grady, John F. Price, Thorpe C. Smith, Maj. Robert D. Gray Jr., James D. Gutermuth, Charles E. Lynn, Frances E. Price, Dennis L. Via, Capt. Ruth T. Gray, Curtis W. Duvall, Lloyd G. Schleicher, 1st Lt. Ronald R. Kestler, John H. Sira, 2Lt. Thomas W. Cassibry Jr. and CWO Lester P. Cormesser, all of the Kentucky Wing.

## Pennsylvania Group Trains At Willow Grove Facility

**DRESHER, Pa.**—Some 15 Civil Air Patrol seniors and 52 cadets recently came back to Group 90 of the Pennsylvania Wing with a broader knowledge of Air Force and Naval operations and training after completing an encampment at the Air Reserve Facility at Willow Grove NAS here. Purpose of the encampment was to enable the cadets to meet their qualifications of CAP Phase III training and qualify them for the Billy Mitchell award.

The group toured the Air Force and Naval Air Facilities including the flight line, flight operations, maintenance, supply and weather station and were briefed on the C-119 Flying Box Car simulator, the Jet-powered helicopter, fire-fighting and

control tower operations the first week of the four week encampment.

Civil Air Patrol cadets and seniors attended courses in military customs and courtesies which highlighted the proper wearing of the uniform and included lectures on good grooming, drill and ceremony the second week.

The third week was taken up with demonstrations of first aid, casualty assistance and disaster preparedness exercises.

Air Force and Civil Air Patrol instructors lectured and demonstrated military techniques throughout the encampment, and the U.S. Navy provided housing and mess facilities for the CAP contingent from Pennsylvania.

## Don Gentile Clan Paces CAP Family Membership

**PIQUA, Ohio**—The David A. Millhouse family leads clan membership in the Piqua Don Gentile Sq. 1706 of Ohio Wing of the Civil Air Patrol.

CWO Millhouse, a World War II veteran and employee of Shepard Grain Co. is the squadron's transportation and maintenance officer; his wife, Sgt. Pauline C. Millhouse, a nurses aide at Piqua Memorial Hospital, is the unit information officer.

The couple's oldest son William, a CAP senior member, is the squadron's concession officer and their other son, Scott, is a cadet first sergeant.

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**MEMORIAL FUND CHECK GIVEN**—Col. Frank L. Swaim, CAP, Colorado Wing commander, receives a check from Mrs. Charles W. Reynolds, widow of First Officer Reynolds, the pilot of the United Airlines airplane that crashed shortly after taking off from Los Angeles International Airport, Calif. The check from the Charles W. Reynolds Memorial Fund will be used by the Colorado Wing to support a solo flight training encampment for its cadets. Mr. Reynolds was a long-time supporter of Civil Air Patrol and active in the Aurora Sq. The newly initiated fund will be perpetuated by the Colorado Wing as an active memorial to the First Officer Reynolds.

## Personnel Branch Asks Members To Keep Address Plates Current

**MAXWELL AFB, Ala.**—Many Civil Air Patrol members have written to CAP National Headquarters (CPPC), here, in the recent months asking for their copy of the Civil Air Patrol News.

At the same time, the Data Processing Branch of CAP-USAF Personnel, the agency charged with the overall CAP membership and handling the distribution of Civil Air Patrol News has noted a large increase in the number of labels returned by the Post Office because of incorrect addresses.

The Data Processing Branch accordingly has taken steps to blank the addresses of these members being returned by the Post Office. This action will mean that several members will not receive their copy of the newspaper.

If you are not regularly receiving the Civil Air Patrol News it is likely that your address is incorrect, officials at the Data Processing Branch said. They ask you to correct your address to insure that you get the Civil Air Patrol News promptly.

To get back on the

subscription list please send your name, complete address and unit number to: National Headquarters (CPPC) Maxwell AFB, Ala. 36112.

## Cadet Saltz Is Wing's Youngest Private Pilot

**SILVER SPRING, Md.**—Civil Air Patrol Cadet Eugene Saltz, Wheaton-Silver Spring Cadet Sq. deputy commander, became the youngest private pilot in the National Capital wing recently when he earned his silver wings after passing an FAA oral and written examination.

There are but two other cadets in the wing with private pilot's license. Saltz (17) started his flying training in powered aircraft last August and graduated from a CAP Flying Encampment at Frederick, Md., with solo ratings.

After soloing he continued his flight training at his own expense until he gained sufficient flying hours and experience to qualify for the FAA-approved pilot rating.

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## FAA Looks at CAP

# Something In Common

EDITOR'S NOTE—The author of the accompanying article, Mervin K. Strickler Jr., is the special assistant for aviation education at the Federal Aviation Administration's office of general aviation affairs, Washington, D.C. A native of Pennsylvania, he graduated from Clarion State College, and later taught school, including a high school aviation education program. He also was chief instructor for the Clearfield Aviation Institute. He was granted a doctorate degree in Education from Stanford University, California, in 1951.

Mr. Strickler served as a bombardier-navigator instructor during World



War II and originated and headed the U.S. Army Air Corps College of Aeronautics at Las Vegas Army Air Field in 1945.

Author of numerous technical, professional, educational and related materials, his hobbies include public speaking, farming and aviation. He received the Air Force's highest civilian award, the Exceptional Civilian Service award in 1954; a Meritorious Award from the William A. Jump Foundation, for exemplary achievement in public administration; the International Aero-Classic award for aviation education; the Frank G. Brewer award, for his services to the air youth and education work; and the American Political Science Association—U.S. Civil Service Commission Congressional fellowship for 1966-1967.



## Aerospace Education Award for Dr. Bruno

Civil Air Patrol presented its second Aerospace Education Leadership Award to Louis Bruno, Washington's State Superintendent of Public Instruction, for his support of CAP's programs and encouragement to Washington educators to take active roles in introducing aerospace education into the curricula of all the state's schools.

Mr. Bruno, recognized aerospace education as a "responsibility and opportunity which the educational community willingly accepts," created the Washington State Aerospace Education Advisory Committee in 1965. He published the committee's "Position Paper for Aerospace Education" in 1967 for the benefit of all Washington school administrators.

Mr. Bruno and the committee begin with the premise that aerospace education is not an isolated discipline and define it as a curricular recognition of the dramatic effect that aviation and space achievements are having upon the whole way of life. Washington schools, therefore, are emphasizing aerospace topics at appropriate places in all subject fields at all grade levels from kindergarten through high school.

The main purposes of this emphasis are to take advantage of children's natural interest in

aerospace activities as a means of motivating learning in other academic subjects; to develop in students a reasonable degree of understanding of the diversity and magnitude of the cultural implications of aerospace endeavors; and to assist them to make value judgments on a rational basis and to think critically and creatively.

To achieve these aims, students are exposed to aerospace subjects not only as part of regular curricular activities but also in a variety of extra-curricular projects such as clubs featuring flying, soaring, astronomy, meteorology, photography, amateur radio, model rocketry, and scientific experiments.

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Federal Aviation Administration officials and members of Civil Air Patrol share common interests in safety, education, training, fostering and developing aviation. Uniquely, Civil Air Patrol is a general aviation organization that bridges both civil and military aviation. This is a challenging opportunity. It can also be a frustrating obstacle to progress. Which alternative will apply is really up to each Civil Air Patrol member. Equally important is the huge responsibility on the shoulders of each United States Air Force officer, airman and civilian

assigned to duty with CAP.

I have been privileged in my industry, education and government experience to know both individuals and good works of Civil Air Patrol members and military personnel associated with them. Without question, the majority—in fact, nearly all—with whom I have worked or known about are dedicated, conscientious, hard-working men, women and youth. However, there have been some who give Civil Air Patrol and the programs and missions it supports a less than hoped for image. It is with this image I would like to deal in this brief space.

Most of us form our impression of people, things, places or organizations based upon either our experience or that of those whom we know and with whom we associate.

One of my earliest experiences with Civil Air Patrol was completely negative. Yet, my subsequent opportunities to meet and to know Civil Air Patrol people, programs, missions and public service simply contradicted my earliest experience. Unfortunately I have met many people throughout the nation—and some in the Federal Aviation Administration—who have a negative attitude toward Civil Air Patrol. When I investigate I invariably learn that this is based upon either an ancient happening or an isolated instance.

The key point for Civil Air Patrol members is that such things have and occasionally do occur. It is incumbent on all CAP members and friends to watch carefully what we do, what we say, so that it leaves

nothing to misinterpretation. This is a huge responsibility. It is, I believe, the paramount goal and greatest challenge facing senior and cadet members of Civil Air Patrol. It certainly is significant for the Air Force personnel assigned to duty with Civil Air Patrol.

Put in one word—the challenge is to COMMUNICATE. My more than 25 years of experience with and on behalf of Civil Air Patrol proves that every minor and major problem of CAP can be traced ultimately to a failure to COMMUNICATE.

We in FAA share in common with CAP the need to communicate. We must all communicate with our own organization's members, with the public at large, with Congress, with the local community, with our legislators at the state level, with our elected and policy-making officials at the local, municipal, state and federal level. Above all, those of us who are airmen—those who fly and provide supporting services to each other must communicate if we are to insure the maximum effectiveness of our efforts to wisely use the airspace and other elements of our multi-billion dollar national aviation system.

Through this column, I hope to share with you, demonstrate and highlight facts, trends, projections, problems and progress underlying the concept that we do indeed have SOMETHING IN COMMON.

## Pennsylvania Holds School For Rangers

HARRISBURG, Pa.—The Pennsylvania Wing Ranger Section of Civil Air Patrol will hold its annual summer ranger training school July 12-20. For the past 15 years, this school has been the major training site for cadets planning to become rangers in units throughout the nation.

Instructed at the school are the essentials of woodsmanship, ropework, survival, mountain climbing, physical fitness, first aid, field communications and skills necessary to ground search and rescue operations.

Three separate courses are being offered this year. These are: a basic course for first time students; an advanced course for those who have graduated from the basic course and a special advanced course for those who have completed the other two steps of training and planning on competing for the "Expert Ranger" award.

All cadets planning on entering the school must be in top physical condition and supply their own food, clothing and shelter needs. The school registration fee is \$5.00.

Because of the school's wide popularity, Pennsylvania Wing has opened this type of training to Civil Air Patrol cadets from out of state. Those wishing additional information on class schedules may write to: Headquarters, Pennsylvania Wing, CAP, P.O. Box 2044, LeHigh Valley, Pa. 18001, ATTN: Ranger Training Section.

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# Civil Air Fleet Will Double In 10 Years

(Reprinted with the permission of the Army-Air Force Times Co.)

WASHINGTON—Air Force pilots had best mind their manners around those civilian type fliers in their little puddle jumpers. "General aviation" pilots already outnumber AF professionals better than 10 to one. Within about 10 years, the ratio will be nearly 30 to one.

Moreover, that general aviation fleet of "light planes" isn't what it used to be. Of the 125,000-plus ships classed as private, the majority are still in the one-to-four-seat single-engine class. But, there are more than 16,000 multi-engine planes in the general aviation inventory (including more than 1500 turbo prop and pure jet types).

The multi-engine total already tops the 15,000 planes in the active AF inventory. By 1980, general aviation is expected to have more than twice the number of ships it has today... about 160,000. And, of these, 46,800 will be multi-engine. The two-or-more-engine private fleet will outnumber the present aircraft inventory, including helicopters, for all services.

These figures and predictions are from a new report by the Aerospace Industries Association which has just finished a study on the growth of general aviation. It also gives a look back to the mid-1950s when there were only about 309,000 pilots and 58,500 general aviation craft.

While the study didn't get into the matter very deeply, the figures may have some interesting implications for military aviation... some good and some not so good.

In terms of the "pilot resources," for example, Air Force retention officials should be pleased to see the civilian ranks growing. There are between 250,000 and 300,000 private pilots around and the number will reach about 552,000 by 1980. Over the same period, the number of commercial pilots will climb from about 150,000 to more than twice that number.

There are roughly 200,000 student pilots now learning to fly. That number will grow to about 460,000 by 1980.

AF pilots who still think of the general aviation crowd as a group of tired businessmen flying for about the same reasons they play golf can think again. Increasing numbers of students have one of two aims in mind: (1) to fly in connection with their own businesses or (2) to land jobs on some of the medium-size company aircraft or with the airlines.

In fact, flying just for fun has become too expensive for most middle-income civilians and getting even a private ticket is far more of a chore than it was just a few years ago.

Federal Aviation Agency regulations, tightened as the sky got more crowded, now require at least 40 flying hours for a private license, plus a tough written test, plus an "oral" exam and a local and cross-country flight check. This means paying for flight instructions, solo time, ground school (including aerodynamics, navigation, weather, radio and FAA regulations) and a collection of texts, charts, study guides and navigation instruments. The tab for even a private ticket runs from \$600 to \$800 or more.

If the price is too steep for the hobbyist, it is not for traveling businessmen. Commercial flight will put him into only about 600 cities. He can fly himself to about 10,000 places served by small airports.

Recent expansion of the GI Bill also has brought flight training within the reach of another large group... young veterans for whom VA will finance flight training if they are serious about going on to a commercial rating.

What this means in terms of AF's future pilot problems is not covered in AIA's study. It could have a mixed impact.

An increase in civilian training to the commercial pilot level could reduce the flow of military pilots to the airlines.

However, the growing number of medium-sized executive type aircraft, many of them in the 500 mph jet class, will open new jobs to pilots who hold commercial tickets.

For the military in general, the predicted boom in general aviation also has both happy and sinister implications. Any increase in the use of the air space tends to speed the development of new facilities, safety equipment and traffic handling systems from which all users benefit. This also means a large civilian fleet and pilot corps would be a useful back-up to the military in a major war.

The U.S. made good use of private planes and fliers in War II. Now, with more pilots commercial-qualified and more multi-engine jets, general aviation could take on a major war-time mission.

On the gloomier side, the civilian progress means further crowding in the sky, congestion around airports and competition in the traffic pattern. The military still has sanctuary at and around its own bases but no longer enjoys an open range elsewhere. AF pilots can expect more and more company aloft and probably more restrictions on military traffic which once had top priority.

If the full meaning of the aerial population explosion is still unclear, one thing seems certain: general aviation is here

to stay. The AIA study shows it provides 98 percent of the aircraft in the total air transportation system, has 91 percent of the licensed pilots, flies 79 percent of all airplane hours and carries 50 percent of the passengers.

## Vietnam Rescue Veteran Performs 'Safe Landing' In Crippled Amphibian

PHOENIX, Ariz.—While pushing the throttles to maximum power Maj. Joseph Kirby eyed the instrument panel's assorted gauges, dials and lights for the slightest indication of pending trouble. All looked good for the routine flight to Arlington, Tex. As the twin-engine HU-16 Albatross rumbled down the runway and climbed to cruising altitude, leaving behind a myriad of night lights of this resort spa, the major's 12 passengers settled back for the scheduled two-hour flight.

Five of the passengers were Arizona Civil Air Patrol senior members heading for the Southwest Region Conference in Arlington. The other seven were Air Force reservists.

The first 30 minutes of flight gave little insight to the impending emergency that was to surely make this a "night to remember."

Then it happened. The Albatross, an amphibian type aircraft used by the Aerospace Rescue and Recovery Service of the Military Airlift Command, was at 13,000 feet when a malfunctioning generator caused a fire on the starboard engine.

Major Kirby, a seasoned flier with more than 2,000 flying hours in rescue missions in Vietnam, calmly pushed the button to feather the propeller of the burning engine. A pilot with the 302nd Aerospace Rescue and Recovery Sqdn. at Luke, Major Kirby had no alternative but to abort his flight and attempt to return to base.

After making a 180-degree turn with the HU-16, he put the plane on instrument approach. Bucking head winds of near gale-force, the aircraft's left engine began to sputter and lose power.

"May Day! May Day!" Major Kirby chanted as he notified the Luke Control Tower. A crash landing was imminent, but where? The question taxed his thoughts.



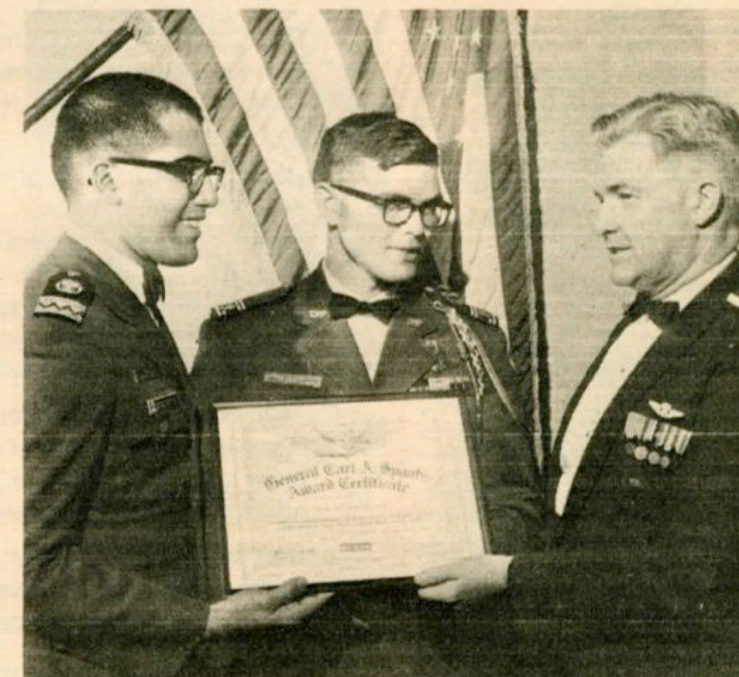
MAKE TV DEBUT—Kansas CAP Wing personnel appeared recently on Wichita KTVH "Community Window" morning show to explain the unit's search and rescue role to KTVH Moderator Joe Hardy (right). Before the cameras (from left) are C/Lt. Wayne B. Rowland; C/Capt. Bradley S. Bryant; Gregg W. Etter; C/Lt. Debbie Terhune, and Maj. Harold Terhune, CAP, wing deputy for cadets.

## Wing Leads SARTEST

MCCHORD AFB, Wash.—The Washington Wing of Civil Air Patrol was cited for its professionalism and scored 99 per cent in the Air Force-conducted annual search and rescue test recently here. This is the sixth consecutive year, the wing has paced competition in the race for Pacific Region SARTEST trophy.

More than 160 senior members and cadets were evaluated on their effectiveness by an Air Force team when the SARTEST got under way at Camp Young, Shelton, Wash., the wing's field training headquarters.

Under the direction of Lt. Col. William H. Hamilton, CAP, wing deputy for operations, the unit launched 18 aircraft on 41 sorties for a total of 75 flying hours during a simulated search for a downed Mooney Mark 21 airplane.



CADETS HONORED—The Gen. Carl A. Spaatz educational achievement award is presented to C/Col. Ramon L. Benedetto (left), Philadelphia Group 90 and C/Maj. Richard B. Smith of Duncansville, Pa., at the annual Pennsylvania Wing's Ranger awards banquet. Air Force Col. Lemuel H. McCormack, a CAP-USAF deputy commander, presented the cadets the award at the reception for 400 wing members and their guests recently at Holiday Inn West at Allentown, Pa.

## Iowa Pilots Take School Tests to Standardization

DES MOINES, Iowa—In what is believed to be the first program of its kind by which Civil Air Patrol pilots can meet requirements of the new standardization and evaluation regulation, pilots of Iowa Wing recently attended a two-day ground and flight proficiency school at Boone, Iowa.

Capt. C. A. Martineau, CAP, deputy wing commander and Lowell Sandquist, Des Moines, General Aviation District Office of the FAA, conducted the course. Subjects covered included aircraft accident prevention, aircraft

performance, controlled and uncontrolled airspace; search and rescue operations and weather.

Some 22 Civil Air Patrol pilots signed for proficiency flight checks mid-way in the course. Eleven pilot examiners and flight school instructors donated their flying talents to test the skill of the CAP pilots in the area.

The flight proficiency program was so successful this year that the Wing plans to run it annually, Civil Air Patrol officials announced.



## Two Montgomerians Assigned To National

MAXWELL AFB, Ala.—Two Montgomery men, a lawyer and an employe of the U. S. Post Office, have been assisting Headquarters, Civil Air Patrol-USAF, here at Maxwell in carrying out one of its missions—directing the aerospace education program of Civil Patrol.

The Post Office employe is Lester M. Mack. The lawyer is

Lawrence H. Kloess Jr. Both are members of the U. S. Air Force Reserve, serving a tour of active duty here.

Mack is a lieutenant colonel and has been a Reservist for 27 years. Kloess is a captain and has been a Reservist for 15 years.

Colonel Mack is a native of Concord, N. H., and a graduate of the high school there. He served in World War II as a pilot, flying C-46 and C-47 aircraft in New Guinea in a trooper carrier squadron.

He has been with the Post Office Department for two years. Prior to that he was division manager at Sears, Roebuck store in Montgomery.

During his tour of active duty here, he has assisted in planning details of CAP's annual staff college for senior members. The college is scheduled in August at Maxwell's Air University.

Although Montgomery is a nice town, his favorite amqition, he says, is to make one more move—to Naples, Fla., a small town which he says he loves.

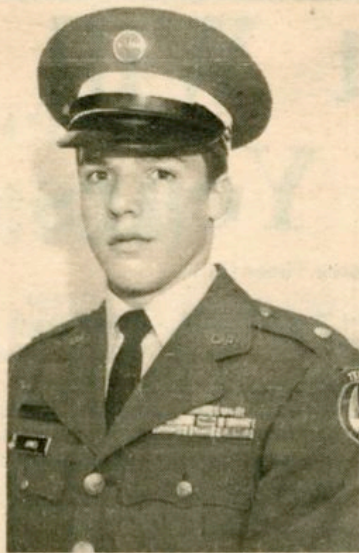
Captain Kloess served during World War II in the U. S. Navy amphibious forces, having enlisted at the age of 17. He participated in the landing at Okinawa, served in Leyte Gulf, and in the Philippine liberation.

At the end of the war, he helped ferry Nationalist Chinese troops to the Northern Chinese provinces where they were opposing Communist forces. He also participated in landing operations in Korea immediately after the war, cleaning out the last of Japanese forces there.

After the war, Captain Kloess, a native of New York state, completed his education, earning a law degree—and an Air Force commission through

ROTC—at the University of Alabama.

At present he is a lawyer for the Veterans Administration. During his active duty tour here, he served on the Scholarship Selection Committee engaged in selecting winners of more than 50 Civil Air Patrol scholarships and grants worth thousands of dollars.



CADET JONES

## Bayou City Cadet Named For Academy

HOUSTON, Texas—Civil Air Patrol C/WO Brian Jones of the Bayou City Comp. Sq. recently has received an appointment to the United States Air Force Academy at Colorado Springs, Colo. The son of Mr. and Mrs. Ernest Jones of 4835 Jason St., Bayou City, will report to the Academy this month to begin intensive leadership training. After graduating from the Academy he hopes to enter flight training and become a fighter pilot in the United States Air Force.

He received the appointment after going through a

competitive examination given by U.S. Senator John Tower. He has a 3.7 grade average at Bellaire Senior High School and is a member of the National Honor Society.

In addition to his knowledge of foreign languages, Cadet Jones primary interests are Civil Air Patrol and athletic events. He is the Bayou City Color Guard's and Bayou City Squadron's Drill team deputy commander; a member of the Bellaire Senior High School City Championship swim team which placed fifth in the state swim meet.

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**PROUD OF HIS CATCH**—Civil Air Patrol Cadet Thomas O. Moore, III, Spartanburg Comp. Sq., displays his collection of fish which he caught at the recreational fishing area at Spartanburg, S.C. He was one of several cadets from the Spartanburg Sq. participating in a recent encampment.